

CITY OF MADISON
1995 COMPREHENSIVE PLAN
2001 EXECUTIVE SUMMARY
WITH ALL ADOPTED POLICY REVISIONS
THROUGH
AUGUST, 2006

DEPARTMENT OF PLANNING ENGINEERING AND BUILDING

DIVISION OF PLANNING

**ORIGINAL 1995 PLAN AVAILABLE FROM THE PLANNING ENGINEERING AND
BUILDING DEPARTMENT UPON REQUEST**

2001 Comprehensive Plan Update

Executive Summary

1. Geographic Description

The City of Madison is a municipal jurisdiction of approximately 25 square miles, located within Madison and Limestone Counties, in Alabama. It is bordered by the City of Huntsville and unincorporated Madison County on the east, the City of Huntsville on the south, the City of Huntsville and unincorporated Madison County on the north, and the City of Huntsville and unincorporated Limestone County on the west.

The City of Madison is a municipal corporation with home rule, and is subject to the jurisdiction of state and federal authorities in addition to locally made law. The Alabama Department of Environmental Management and the Public Health Department are the principal promulgators of laws which affect planning in Madison. Madison is not part of a regional planning effort, nor is there any existing countywide planning effort in place, although there is a countywide government study group whose mission is still evolving.

The City has the following zoning districts:

Residential:	R1, R1-A, R1-B (low density) R2 (medium density) R3 (high density) R3A (high density/detached) RZ (Residential Zero-lot-line) R4 (multifamily) RC-1 (cluster/low density) RC-2 (cluster/medium density)
Commercial:	B1 (neighborhood commercial) B2 (community commercial) B2/S1 (planned commercial) B3 (general commercial)
Industrial:	M1 (light industrial) M2 (general industrial)
Agricultural:	AG

The Following Land Use Categories are adopted, and are to be considered as compatible with the following zoning categories:

RL (Low Density Residential)	R-1A, R-1B, RC-1
RM (Medium Density Residential)	R-2, RC-2
RH (High Density Residential)	R-3, R3A, R-4, RZ
C (Commercial)	B-2, B-3
CN (Neighborhood Commercial)	B-1, B-2/S-1
M (Industrial)	M-1, M-2
OS (Open space)	AG, R-1*
I (Institutional)	Varies
CBD (Central Business District)	All

*Schools and Major Parks are OSI land uses but are permitted in residential districts by Special Exception Permit

Generalized land features are depicted on the Existing Features Map (Map 1)¹. Developed and vacant acreages, by land use category, are presented in Table 1.

Uses Not Enumerated

Certain uses which traditionally are assigned land use designations are permitted by right or by special exception in the residential, commercial, or industrial classifications adopted herein. The most important of these are as follows:

Use	Permitted Districts
Fire Stations	All districts
Schools	Residential districts
Churches	All districts
Transportation	All districts (excluding depots and maintenance yards)
Parks/Recreation	All districts (by Special Exception)

Adjacent Land Uses

¹ Map Numbers refer to the original 1995 Comprehensive Plan unless specifically stated otherwise.

The Peripheral Use Map (Map 3) illustrates existing and proposed land uses adjacent to the City of Madison.

Natural Resources

Madison contains a sizable quantity of commercially exploitable limestone, and there is one quarry operated by Vulcan Materials inside the City. This quarry is located in the extreme southeast section of the City. The Waterwell cones of influence Map (Map 4) depicts waterwells and primary cones of influence. The Wetlands Map (Map 5) depicts designated and suspected wetland areas. The Minerals Areas Map (Map 6) depicts minerals and soils.

2. Population projections and methodology

Original population projections for the City were developed in 1990.

The method used for forecasting future population was to perform a linear regression on population data from 1980 to 1990. The linear model produced an overall R² at least as good as the log-linear, exponential, and log-log models. In order to obtain individual "inside-city" data from available data on the former municipal Planning Jurisdiction (abolished 11/90), the 1980 and 1990 estimates of jurisdiction population were compared to contemporaneous municipal populations. It was found that jurisdiction population in 1980 was 112.4% of municipal population in 1980, and 124.8% in 1990. This ratio was assumed to increase linearly, and to hold constant at 125% after 1990. Similarly, household size was assumed to decrease linearly from 2.83 in 1980 to 2.57 in 1990 (1980 and 1990 figures are from the Census). There is ample vacant land in Madison, at existing permitted densities, to accommodate the projected population. Finally, the figures presented check well with the "moderate growth" scenario developed by Engineering Services Associates for the City's Water and Sewer Master Plan; the latter are about 20-25% higher because they represent water system service area population, which is consistent with available data.

For this update, population projections were also updated and appear in Table 1.

3. Existing Traffic Circulation Conditions

Generally, traffic is moving well throughout Madison based on a 1995 traffic model and ground counts developed for the City by RUST Environmental of Birmingham. The notable exceptions to this assessment are Wall Triana Highway/Sullivan St., particularly south of Brownsferry Rd. The segment from Brownsferry to Hwy. 20 is operating deep into level of service F. Other roadways where traffic exceeds design capacity are parts of Madison Pike, (LOS C/D), Hwy. 72 east of Wall-Triana (LOS D/E), and Hwy. 20 throughout Madison (LOS E/F). The existing collector/arterial system is depicted on Map 7.

Table 1. Projected Population

1990	14904	(Official 1990 Census)
1991	16911*	
1992	18222*	
1993	19533*	
1994	20842*	
1995	22154*	
1996	23465*	
1997	24776*	
1998	26086*	
1999	27397	(Ala. CBER Estimate)
2000	29329	(Official 2000 Census)
2001	30629	
2002	31929	
2003	33229	
2004	34529	
2005	35829	
2006	37129	
2007	38429	
2008	39729	
2009	41029	
2010	42329	
2011	43629	
2012	44929	

* Actual population measured between 4/1 and 8/1 of given year

Traffic Circulation Analysis

See RUST Environment and Engineering 1995 Traffic Study.

The following projects were identified in the 1995 Plan as current needs and have been completed.

- a. Improvements and signalization at the intersection of Sullivan and Mill.
- b. Improvements and signalization at the intersection of Sullivan and Brownsferry
- c. Widening of Hughes Road from the Post Office to Eastview to accommodate traffic from Bob Jones High School
- d. Widening of Madison Pike from Hughes to Slaughter
- e. Signalization/turn lanes for intersection of Madison Pike at Shelton
- f. Widening of Sullivan St. from Hwy 20 to Kyser Blvd.
- g. Further widening of Sullivan from Kyser to downtown area.

Future Conditions Analysis

Traffic in Madison is expected to double by the year 2015. To accommodate this increase, the Planning Commission has adopted the 2015 Proposed Roadway Network, depicted on Map 8. The timing of the projects depicted on Map 8 will depend on future settlement patterns.

(See Project Listing in Traffic Element)

4. Existing Recreation and Open Space Conditions

The City currently owns 33 parks, of which three are major parks (Stoneridge Park, 65 ac.; Palmer Park, 99 ac., Dublin Memorial Park, 60 ac.) and the rest "postage stamp" parks dedicated by subdivision developers from 1980 to 1991. Attachment A lists all developed City parks. Total park acreage in Madison is 300, or 11 acres per 1000 individuals.

The City is currently completing improvements to Dublin Park, located in central Madison, including a new indoor recreation

facility. Upgrades to Palmer Park, including an adult softball complex, are also being completed.

Recreation and Open Space Analysis

A Separate Report, "Recreation Demand Analysis for Madison, 1993" is made a part of this Comprehensive Plan by reference, and is attached as Attachment B. There has been no Recreation Plan Update since then.

5. Water and Wastewater

Potable Water

See Water Master Plan (ADOPTED 1998)

Sanitary Sewer Existing Conditions

See Sanitary Sewer Master Plan (ADOPTED 1998)

While the above referenced master plans describe the systems and plans for their future expansions, a discussion of the relationship of the Madison Water and Wastewater Board (the Board) to the City, the City Council, and the Planning Commission is needed. Policies and positions of the Board, coupled with ordinances of the City related to limitations on sewer service have a practical effect on growth and settlement patterns of the City and surrounding areas in a number of ways.

First, the City, by ordinance, has prohibited connection to the Board's sanitary sewer system by customers not inside the corporate limits. As a result, surrounding property, to be economically viable for development, must be annexed into the City to gain access to the sanitary sewer. In fact, the 1988-1990 water and sewer projects, some of which lie outside the city limits, were built in part to encourage the annexation of the Sections 29, 30, 31, and 32, in Twp. 3 South, Range 2 West, as well as Sections 5 and 6, Twp. 4 South, Range 2 West (this area is often referred to as the "northwest quadrant.") Several hundred acres in this area have annexed since 1990.

Coupled with the ordinance prohibiting sewer service outside the City, the Authority has also adopted a policy of opposing septic tank permits anywhere in its water service area. It does so on the basis that the City's wells are fed from fast-travel-time limestone karst aquifers, so any pollution of the water table must be kept to an absolute minimum. The Madison County Health

Department, while not bound to agree with the Board's position with respect to septic tank permits, usually does defer to the Board's concerns about the integrity of its groundwater sources. In addition, the Board uses a number of groundwater sources in the City which have an extensive recharge area, including property outside the City limits (see Recharge Area Map in Map Section). In an effort to protect the recharge area, the Board generally discourages, to the extent possible, the approval of septic tanks by the County Health Department within this area. As a result, and coupled with the prohibition against extraterritorial sewer service, landowners located near the City limits must annex into the City to develop their land.

A third policy of the authority is that of extending water and sewer service to new development, provided that the developer pays a pro-rata capacity charge for the necessary additional infrastructure. As a simplified example, if a developer desires to develop 100 lots, the Authority will size, design, and construct a sewer line to serve the entire drainage basin (or catchment or subcatchment) in which the proposed development is located. This larger area might, for example, be large enough to accommodate 500 homes eventually. In this event, the developer would be required to pay 20% (100 divided by 500) of the cost of the new sewer line. The Board itself can provide additional information concerning its Trunk Sewer Capacity Charge policy.

6. Existing Stormwater Management Conditions

Virtually all of Madison's municipal separate stormwater sewer system (MS4) is owned by the City. A variety of surface water bodies exist to aid in draining the City, including man-made ditches, Bradford Creek, Indian Creek, Limestone Creek, several isolated wetlands, and retention ponds. Waters of the United States in Madison include Bradford Creek, an unnamed creek running parallel to Highland Drive (usually referred to as the "Mahan Ditch"), several streams running off Rainbow Mountain, and two unnamed streams originating in the Section 33 of Twp 4S and Range 2 West area and running to the west.

The City's MS4 is connected to the Huntsville MS4 at the intersection of County Line Road at Old Highway 20, and at the Southern terminus of the Mahan Ditch near Shelton Road. The two cities cooperated on a 1992 National Pollution Discharge Elimination System (NPDES) Permit application, which is a supporting document for this plan.

The drainage system for new developments is regulated by the rules in the City's Subdivision Regulations. These rules call for separation of the sanitary and storm systems. They also permit the City to require 100% mitigation of the runoff from new subdivisions at their theoretical buildout densities, both in terms of on-site and off-site infrastructure. It is not clear how far downstream the City may require developer-financed infrastructure or infrastructure upgrades, but the City's intent in interpreting this rule is to require infrastructure improvements up until the point that the runoff reaches waters of the U.S.

Some of the older sections of the City were designed without or with inadequate drainage systems. These areas, generally the Downtown Area and Pension Row Area, have been retrofitted with sewer systems, but still do not drain adequately. Areas of the Brentwood Subdivision, Maplewood Subdivision, and Stone Ridge Subdivision report yard flooding.

Stormwater Managment Analysis

Throughout the City, the problem of ditch erosion is far more common than actual flooding. In late 1991, the City borrowed about \$1,000,000 to address these problems, and conducted about six stabilization projects citywide in 1992. Since 1987, the City has required that ditches above a certain size and carrying water at certain threshold volumes and velocities be made of man-made material, such as concrete or grouted rip-rap. Grassed swales are used to convey low-velocity, low-volume surface waters. Unimproved, unstabilized dirt ditches are not permitted. These rules have been enforced by the Planning Commission, and were adopted by ordinance (93-163) in 1993. The 1993 Municipal Drainage Master Plan is attached to this Plan, and is hereby adopted by reference as part thereof.

The City has a number of unstudied "A" flood zones, and the City has worked with FEMA to study as many of these as possible when Federal funds are available to study them adequately. So far, development has resulted in the declassification of a floodway near the Home Place Subdivision, and the flood fringe of Bradford Creek has been narrowed in Arlington Park Commercial Subdivision. A portion of the Mahan Ditch flood fringe was declassified in 1989. The City intends to continue to work cooperatively with FEMA to study and declassify areas that are no longer subject to flooding due to recent development.

In the long run, increased development increases stormwater runoff, and developer mitigation may not solve all the problems that are created. Certain naturally existing tributaries to Bradford Creek are already overburdened, and overflow their banks in undeveloped areas during the 25 year event (maybe during the 10 year event also). Most of the areas with severe flooding in the ten-year storm should be purchased by the City rather than improved, in order to preserve open space, and avoid the costs and environmental impacts of slope paving. These areas are mainly along Mill Creek west of Wall-Triana Highway.

The City's NPDES Applications (Parts I and II) and annual updates are incorporated into this Plan by reference.

The City's Master Drainage Plan is incorporated in this Plan by reference. It was completed and approved in July, 1994, and updated in 1998.

7. Vacant Land Analysis

Vacant Land by Zoning District is shown in Table 2.

Table 2. Vacant Land Inventory (Gross Acreage)

District	Developed	Vacant	Total
R1	0	0	0
R1A	2348	903	3251
R1B	766	415	1181
R2	1678	687	2365
R3	107	74	181
R3A	23	42	65
RZ	0	0	0
R4	644	239	883
AG	479	1703	2182
B1	12	0	12
B2	115	129	244
B3	560	421	981
M1	451	1143	1594
M2	241	304	545
PUD (Discont.)	94	0	94
Total	7518	6060	13578

* Farmsteads and cropland are considered undeveloped. Agricultural businesses (e.g., nurseries), schools, and prior nonconforming nonagricultural uses are considered developed.

8. Soils, Topography and Natural Features

Soils

See Environmental Analysis

Topography

The City of Madison is located in the extreme north of Alabama, where the Appalachian foothills end in sparse hills. Madison has two "mountains," Rainbow Mountain in Section 34, and Betts Mountain in Section 22, both in Twp 4S and Range 2W. Rainbow Mountain is elevated approximately 465 ft. above Madison's Norfolk-Southern Railroad Benchmark "A" elevation of 675 ft. (located near the historic downtown area), while Betts Mountain is elevated only 135 ft. above that same benchmark. The remainder of the City consists of gently rolling hills, with elevations generally decreasing to the west. The western side of the City contains the wetlands and floodplains of the Bradford Creek Watershed. These wetlands have not been well studied, but as much as 20%-30% of the land between Wall-Triana and County Line Rd. may be wetlands, floodplains, or flood fringe. These areas will require careful study by the City, the US EPA and/or the Army Corps of Engineers prior to development. For further detail, see Environmental Analysis.

Natural Resources

Madison has commercially exploitable limestone deposits just below the surface in many sections of the City. There is one active lime quarry, in Section 22, Twp. 4s and Range 2W, in violation of the Zoning Ordinance but a prior nonconforming use. Because this quarry is located near low-density residential development, it should be required to be closed in an aesthetically acceptable manner and never reopened after closure. After closure, the land should be rezoned either M-1 (light Industrial) and the M-1 district adjacent to the west augmented thereby; or rezoned to some very low density residential classification and the district to the east be augmented. The development patterns of the area and the wishes

of the landowners and residents should be weighed at that time before a decision is made.

The City also contains clays suitable for making bricks, and sandstone which can be milled into sand suitable for making mortar.

Because of the residential density of Madison, no new mineral extraction operations should be permitted anywhere in the City.

The City has several thousand acres of forest, but this should not be considered a commercially exploitable resource. Trees on land zoned commercial or industrial are protected by City Ordinance and cannot be harvested for commercial purposes. Trees on residential lands should be preserved to the maximum extent possible to enhance the value of those lands. Trees on agricultural lands, which are relatively few, may be removed without restriction, but their number is too small to make this source of lumber commercially important.

The City has a karst aquifer below most of it, and the water channeled therein constitutes a very valuable resource for the City. It is discussed in detail in the Water and Wastewater sections of this Plan, as well as the Environmental Element. Map 4 depicts wellfield cones of influence.

The City has no commercially exploitable mammalian, avian, or fish populations, although western areas of the City are natural habitat for the American striped skunk, racoons, and other small mammals. Native bird species abound, and there are frequent nestings of migrating geese in wetland areas. Hunting with firearms is not permitted inside the City. Fishing is permitted, and fish have been reported in Bradford Creek, but their number is too small to make them commercially important. For further detail, see Environmental Analysis.

9. Historic Resources

The City's historic resources consist chiefly of the homes and businesses constructed by Madison's early settlers in the 1860-1900 period. The old homes on Church St. and throughout the downtown enjoy the protection of being locally designated historic landmarks, as do all the buildings on Main St., principally businesses that were founded by the early settlers. The Madison School, built in 1925, is also protected by the ordinance. Outside of this area, virtually all structures more

than 50 years old have been destroyed.

Native American burial sites, middens, sand mounds, etc. have not been documented in Madison.

Detailed information concerning certain historic homes can be found in the Environmental Element of the Plan.

10. Gross Acreage Needed by Category

Table 3 contains an inventory of available land and maximum feasible population at buildout, given no further annexations. Maximum density figures are from the Zoning Ordinance; gross acreages are from a study conducted by Ogden Environmental. Persons per dwelling unit is taken from the 1990 Census.

Table 3. Gross Acreage Needed by Category

District Density Gross Avail* D.U. PPH** Persons	Gross DU/AC	Acres Vacant	Potential Units	Average Persons per Household	Potential Population
R-1A	2.42	903	2185	2.83	6184
R-1B	2.90	415	1204	2.83	3406
R-2	4.14	687	2844	2.83	8049
R-3	8.0	74	592	2.11	1249
R-3A	5.81	42	244	2.83	691
RZ	5.81	0	0	2.83	0
R-4	12.0	239	2868	2.0	5736
AG	0.34	1703	579	2.83	1638
Total					26953*

Total Potential Additional Population.....	21,562
Existing Population (approx., 3/1/01).....	30,629
Capacity of Existing Vacant Units (@7%).....	2,296
Potential Population at Buildout.....	54,362

* Reduce by 20% to account for preservation, park donations, rights-of-way, etc.

It should be noted, further, that little land in Madison has been developed at its maximum regulated density (except for apartments, which generally have been). In fact, as of 1995, Madison has been developing at 63% of its regulated maximum density. That is, for every 100 houses that could have been constructed based on density regulations alone, only 63 were actually built. Thus, a future population of 54,362 should be seen as the absolute high end of the potential population, assuming a 0% vacancy rate, and without annexations or redevelopment. In fact, at current density patterns, the true potential population is probably closer to 44,000 - 47,000. Of course, as the City nears buildout, built densities would be expected to increase; thus the true "buildout" population of Madison might be in the 50,000 - 55,000 range. At current growth rates, this population will be reached in the 2012 - 2015 period

Commercial: Ten acres per thousand residents of gross area is a commonly used standard for commercial zoning, which means Madison should have approximately 300 acres of developed commercial. However, Madison currently has about 1233 acres zoned commercial, with 687 acres developed, and 546 acres vacant, so commercial land is in high demand relative to population. This is a surprising finding, but not unexplainable. The reason for this is that many businesses, such as restaurants, hotels, and gas stations receive most of their business from I-565, the Airport, and Huntsville-based factories. Additionally, because sewer is unavailable in unincorporated areas, Madison must provide the commercially developable land for the surrounding rural areas as well. There is sufficient Highway Commercial land (421 acres vacant) to meet this demand near-term. Additionally, this abundance of commercial land makes it easier for commercial developers to locate a parcel that suits their purposes. In the short run, these factors may encourage commercial development. However, in the long run, the commercial land inventory will have to be monitored to ensure that highway-based businesses do not "drive out" community-based business. This is an issue that was pointed out in the 1995 Plan and should be addressed at each 5-Year Review of this Plan.

Madison's 2000 Census population is 29,329, and for 2010, anticipated population is 42,329. Therefore, there seems to be ample land to serve the projected population through this period. Looking even farther into the future, the Year 2015 population of Madison, at current growth rates, will be about 48,800 and, as mentioned above, the City will be approaching buildout at that point.

2025 MAJOR STREET PLAN
City of Madison

Prepared for:
City of Madison
Madison, Alabama

Prepared by:
Skipper Consulting, Inc.
Birmingham, Alabama

September, 2001

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INTRODUCTION

This report documents the major street plan element of the Comprehensive Plan prepared for the City of Madison, Alabama. Both land use and the roadway system were analyzed in this study effort. The purposes of the transportation component are to assess the effectiveness of the existing roadway system, considering the present land uses and transportation network, and to develop a major Street plan that will mitigate current and future roadway deficiencies, increase mobility, support the Comprehensive Plan, and create a safe and efficient roadway system for the future.

Sources of information for the major street plan included the City of Madison, the Alabama Department of Transportation and office files and field reconnaissance efforts of Skipper Consulting, Inc.

BACKGROUND

Madison has approximately 29,300 inhabitants and is located immediately west of Huntsville, Alabama. Over the past several decades, Madison has experienced significant growth in both population and employment, resulting in subsequent traffic growth on the City's roadway network and increasing traffic congestion throughout the area. Madison is located on and bounded by three major regional roadways: U. S. Highway 72, Madison Boulevard (Alabama Highway 20), and Interstate Highway 565. U. S. Highway 72 and Madison Boulevard are four lane median divided roadways. Interstate 565 is a four lane interstate highway. Madison's roadway network located between U. S. Highway 72 to the north and Madison Boulevard to the south forms a grid system.

EXISTING TRANSPORTATION SYSTEM

Roadway Classifications and Descriptions

All transportation networks have some form of classification to categorize the hierarchy of movement in the system. The roadway network developed for the Madison study area was based on the functional classification system prepared by the Alabama Department of Transportation. The components of this network are freeways, arterials, collectors and local streets. The distribution of mileage in these classifications for Madison is as follows:

<u>Classification</u>	<u>Mileage</u>
Interstate	4 miles
Arterials	12 miles
Collector Roads	28 miles
Local Streets	112 miles
TOTAL	156 miles

Each type roadway provides separate and distinct traffic service functions and is best suited for accommodating particular demands. Their designs also vary in accordance with the characteristics of traffic to be served by the roadway. The following is a brief description of each roadway type.

- ❖ *Interstates* are divided highways with full control of access and grade separation at all intersections. The controlled access character of freeways results in high-lane capacities, enabling these roadways to carry up to three times as much traffic per lane as arterials. Freeways move traffic at relatively high speeds.
- ❖ *Arterials* are important components of the total transportation system. They serve as feeders to the interstate system as well as major travelways between land use concentrations within the study area. Arterials are typically roadways with relatively high traffic volumes and traffic signals at major intersections. The primary function of arterials is moving traffic. Arterials provide a means for local travel and land access.

- ❖ *Collectors* provide both land service and traffic movement functions. Collectors serve as feeders between arterials as well as provide access to the local streets. Collectors are typically lower volume roadways that accommodate short distance trips.
- ❖ *Local Streets* sole function is to provide access to the land uses that are immediately adjacent to the roadways. These streets are not included in the computer network for this project.

The functional classifications of the study area roadways are illustrated in Figure 1.

Regional Access Routes

The Madison area is served by an interstate highway (I-565), a U. S. highway (U. S. Highway 72) and a state highway (Madison Boulevard). These highways provide east-west regional access. There are no north-south regional access routes provided within the City of Madison. North-south regional access is provided outside the study area. To the west of the study area I-65 provides north-south access and to the east of the study area north-south access is provided by U.S. Highway 231 and U.S. Highway 431.

Interstate Highway 565 traverses the City of Madison from east to west. It is a four-lane controlled access interstate highway located near the southern border of the study area. I-565 connects with I-65 to the west and downtown Huntsville to the east. I-565 has two interchanges located within the study area: Huntsville International Airport and Wall-Trina Highway. Just west of the study area there is a partial interchange between I-565 and Madison Boulevard.

Madison Boulevard (Alabama Highway 20) is a four median divided principal arterial roadway. It traverses the southern border of the study area and connects Decatur to Huntsville.

U. S. Highway 72 is a four lane divided principal arterial roadway that for the most part forms the northern boundary of the study area. It connects Athens to the west with Huntsville to the east.

With the exception of the regional access routes, all other roadways in the Madison network are either collector roadways or local roadways.

Planned Roadway Improvement Projects

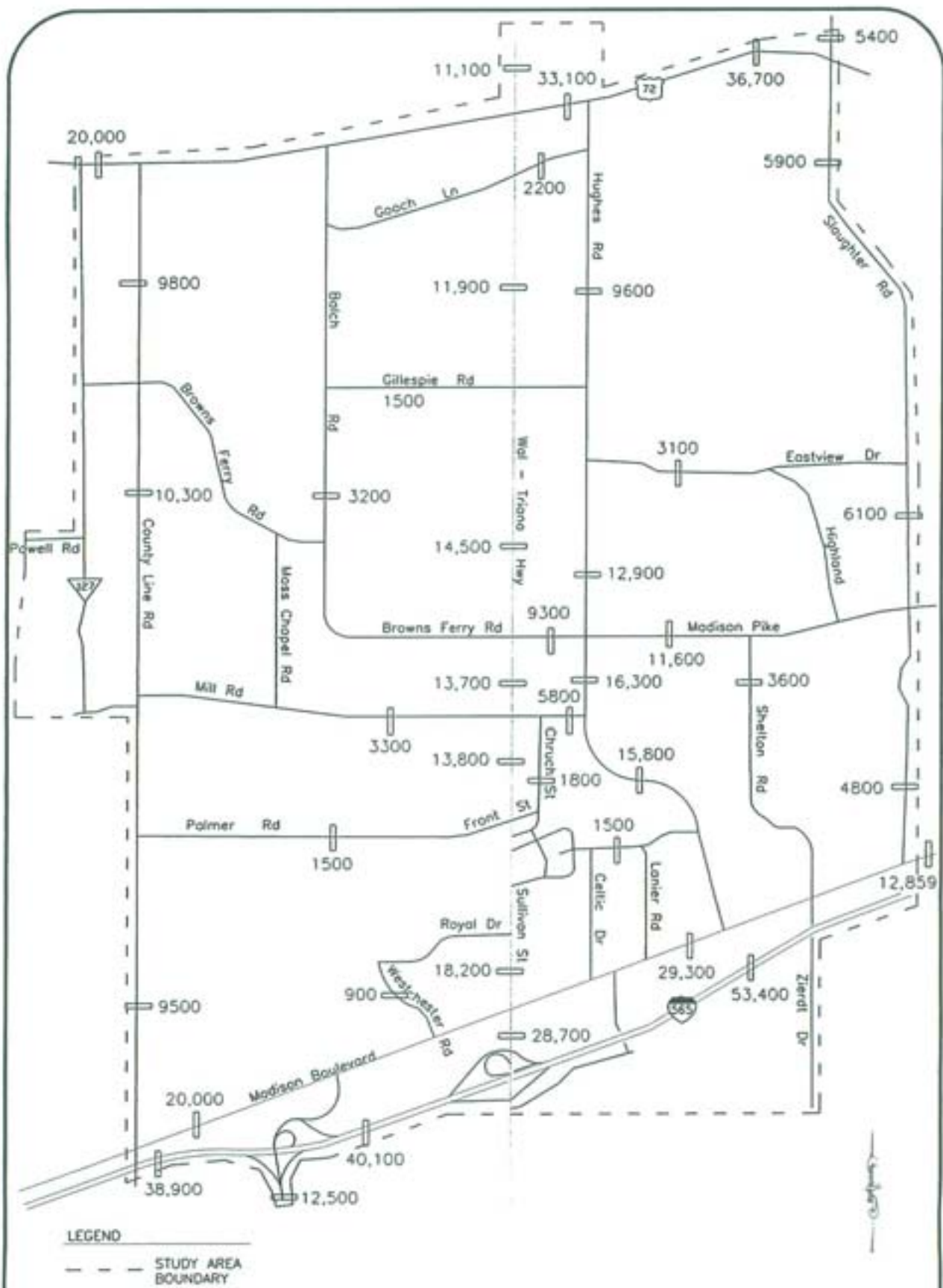
The City of Madison's Capital Improvement Program was reviewed to determine any transportation projects that were currently planned for the City. Transportation projects that were included in the Capital Improvement Program are listed below:

- Extend Gillespie Road from Balch Road to County Line Road;
- Extend Balch Road from Browns Ferry Road to Madison Boulevard;
- Extend Eastview Drive from Hughes Road to Wall-Triana Highway;
- Construct a southbound right turn on Hughes Road at U.S. Highway 72; and
- Construct a southbound right turn on Shelton Road at Madison Boulevard.

Existing Traffic Volumes

Traffic volume, as indicated by traffic counts at various locations on the roadway network, reflect current travel patterns and how well the network is serving the travel demand. Traffic counts were collected throughout the study area by the City of Madison. Existing daily traffic counts, which were conducted in 2000, are shown in Figure 2. As shown in Figure 2, the following is a summary of the maximum daily traffic volumes that occur on major roadways in the study area:

Interstate 565	53,400 vehicle per day
Madison Boulevard	29,300 vehicle per day
U.S. Highway 72	36,700 vehicle per day
Wall-Triana Highway	28,700 vehicle per day
Hughes Road	16,300 vehicle per day
Madison Pike	11,600 vehicle per day
County Line Road	10,300 vehicle per day

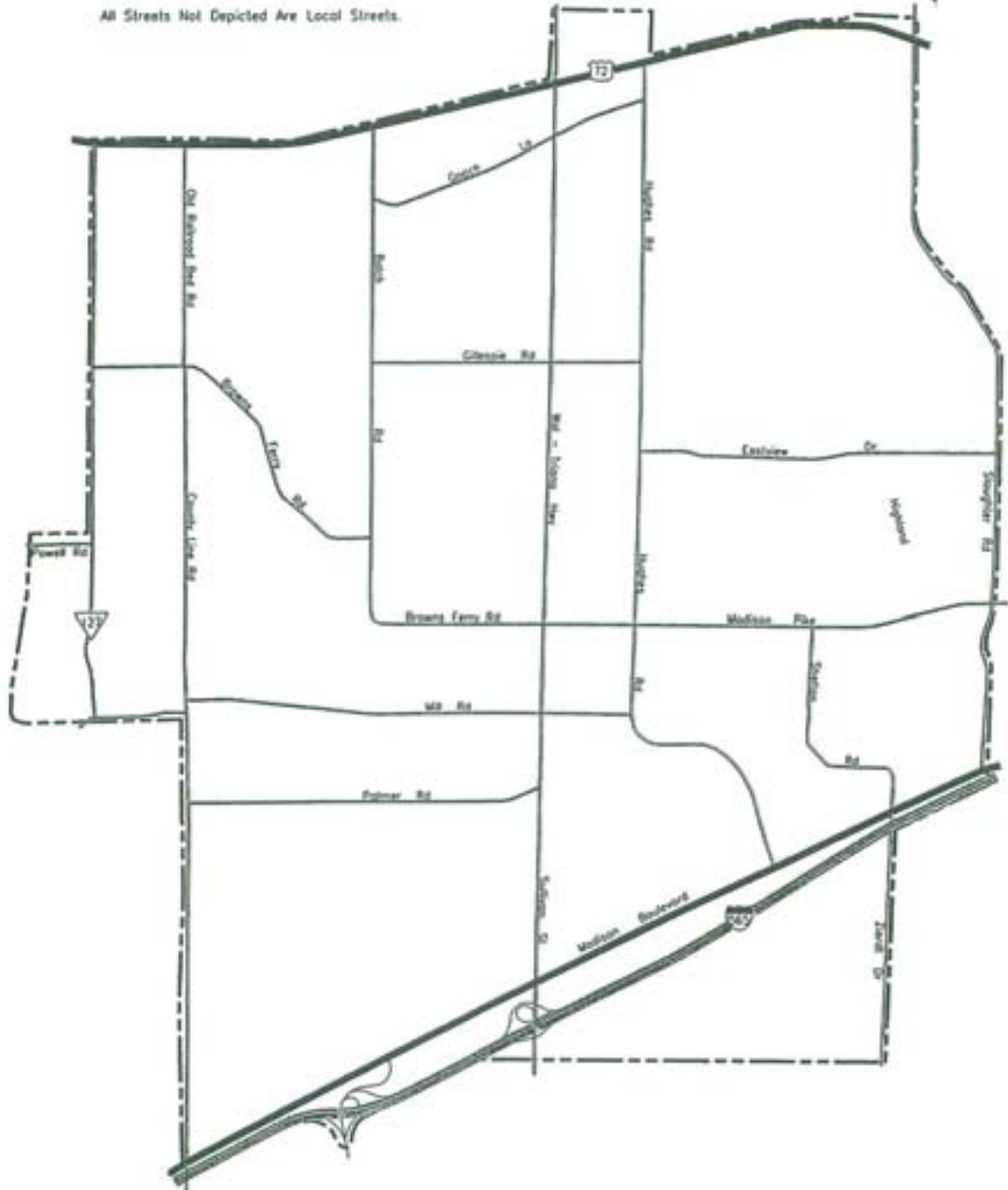


LEGEND

- Study Area Boundary
- Interstate/Expressway
- Arterial
- Collector

Local Streets Omitted.

All Streets Not Depicted Are Local Streets.



Drawing is schematic and not to scale

SKIPPER
CONSULTING INC.

FIGURE 1
FUNCTIONAL CLASSIFICATION
Major Street Plan
MADISON, ALABAMA

Roadway Capacity

Roadway networks are evaluated by comparing the traffic volumes along each facility to the facility's capacity. Roadway capacity is defined as the ability of the facility to accommodate traffic. Service flow volume is the level of traffic flow (vehicles per day) that can be accommodated at various levels of service. The current level of service scale, as developed by the Transportation Research Board in the *Highway Capacity Manual*, Sixth Edition, ranges from a level of service "A" to a level of service "F". Abbreviated definitions of each level of service are as follows:

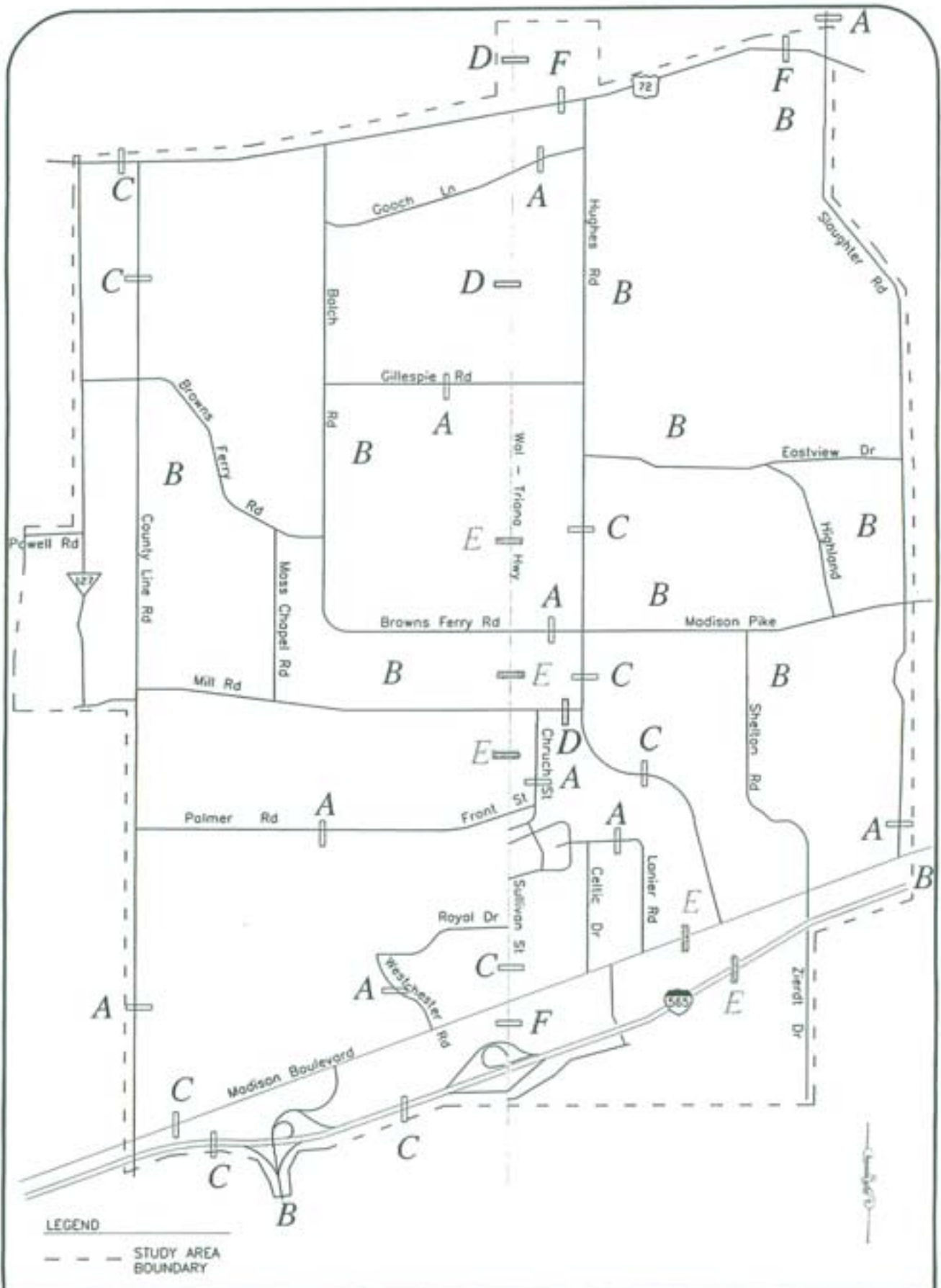
Level of Service A	Free traffic flow (0%–35% of capacity)
Level of Service B	Stable traffic flow (35%–50% of capacity)
Level of Service C	Stable traffic flow (50%–62% of capacity)
Level of Service D	High-density stable traffic flow (62%–75% of capacity)
Level of Service E	Capacity level traffic flow (75%–100% of capacity)
Level of Service F	Forced or breakdown traffic flow (>100% of capacity)

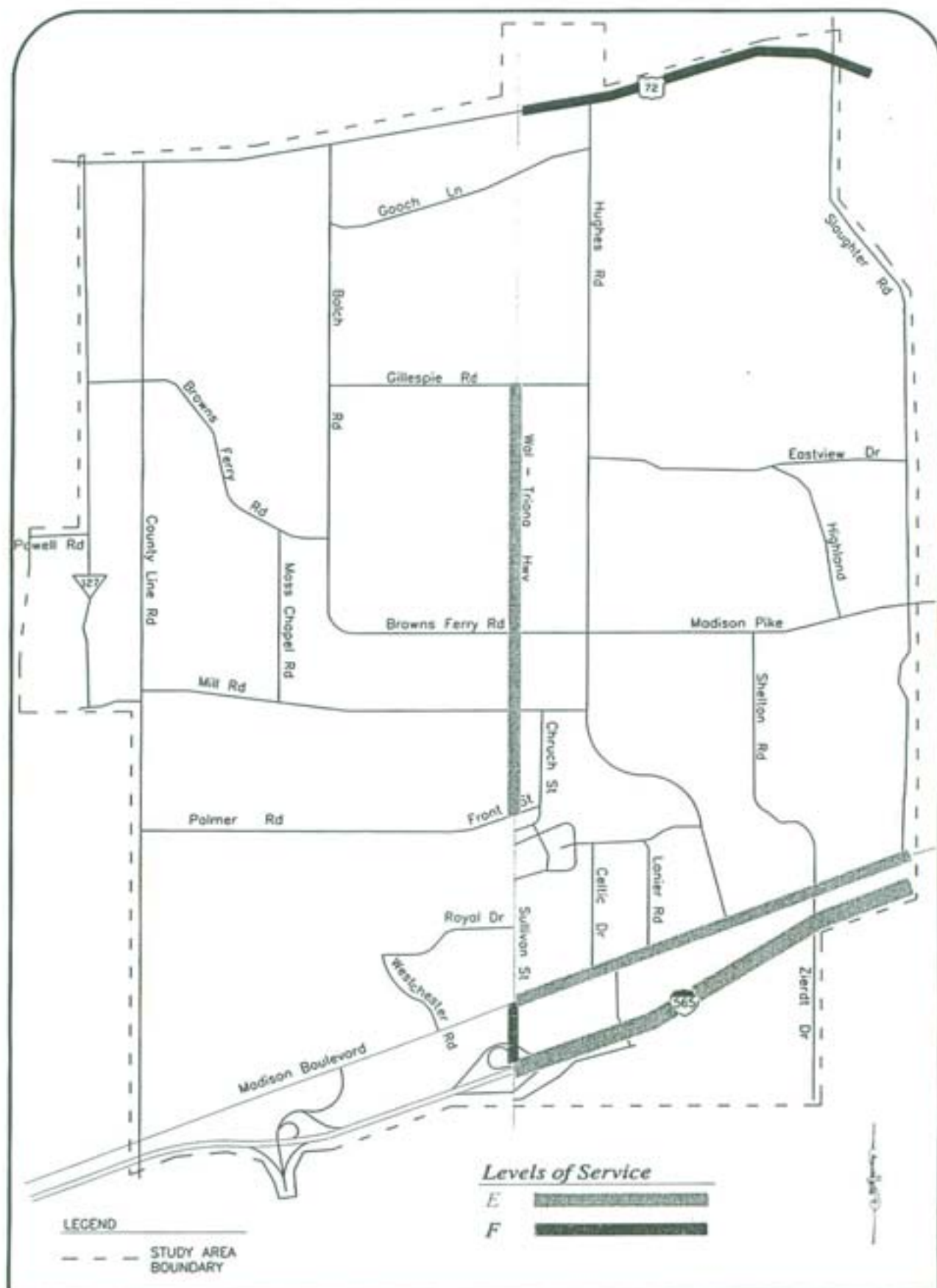
As a general rule, the desired operation of a roadway should be no lower than level of service "C". Level of service "D" may be acceptable under certain circumstances. A level of service "E" or "F" is considered unacceptable.

The methodology used to evaluate roadway segment capacity in this project was a tabular analysis relating roadway classification, number of lanes, levels of service, and daily service volumes. The estimated 24-hour capacities of the facilities included in the area network are shown in Table 1. Figure 3 illustrates the roadway segment levels of service and Figure 4 summarizes the roadway segments that are deficient.

TABLE 1
CITY OF MADISON MAJOR STREET PLAN
ROADWAY CAPACITIES

FUNCTIONAL CLASSIFICATION	# OF LANES	CAPACITIES
<i>Freeway</i>	4	68,000
	6	102,000
	8	136,000
	10	170,000
<i>Expressway</i>	4	50,000
	6	75,000
	8	100,000
<i>Divided Principal Arterial</i>	2	22,000
	4	33,900
	6	50,000
	8	73,600
<i>Undivided Principal Arterial</i>	2	17,800
	4	31,000
	6	45,800
	8	63,100
<i>Divided Minor Arterial</i>	2	21,000
	4	31,900
	6	45,600
	8	N/A
<i>Undivided Minor Arterial</i>	2	17,800
	4	27,400
	6	N/A
	8	N/A
<i>Divided Collector</i>	2	20,800
	4	28,500
	6	42,000
<i>Undivided Collector</i>	2	16,600
	4	26,200
	6	38,700
<i>One-way Principal Arterial</i>	2	17,100
	3	25,600
	4	37,800
<i>One-way Minor Arterial</i>	2	14,100
	3	19,500
	4	26,000
<i>One-way Collector</i>	2	11,300
	3	15,600
	4	20,800
<i>One-way Ramp</i>	1	9,000
	2	18,000
	3	27,000





LAND USE DATA

The relationship between land use and a transportation system is used to determine the demand for travel on a roadway network. Each land use (residential, commercial, industrial, etc.) generates and attracts traffic depending on the nature of the development and the amount of land developed. In order to identify this demand for travel, inventories of existing land uses must be made. This information is used in conjunction with the physical location of the adjacent land uses, constraints on the roadway network, and other related factors to develop the interrelationship between land use and the transportation system.

To catalog the land uses of the city and to provide a means of quantifying the relationship of land use to transportation demand, the study area was divided into individual cells called traffic analysis zones (TAZ). A traffic analysis zone is defined as a subdivision of a study area of homogeneous land use within a distinct border for the compilation of land use and traffic generation data. A total of 37 zones are included within the study area boundary. The TAZ system is illustrated in Figure 5.

Base Year (2000) Land Use

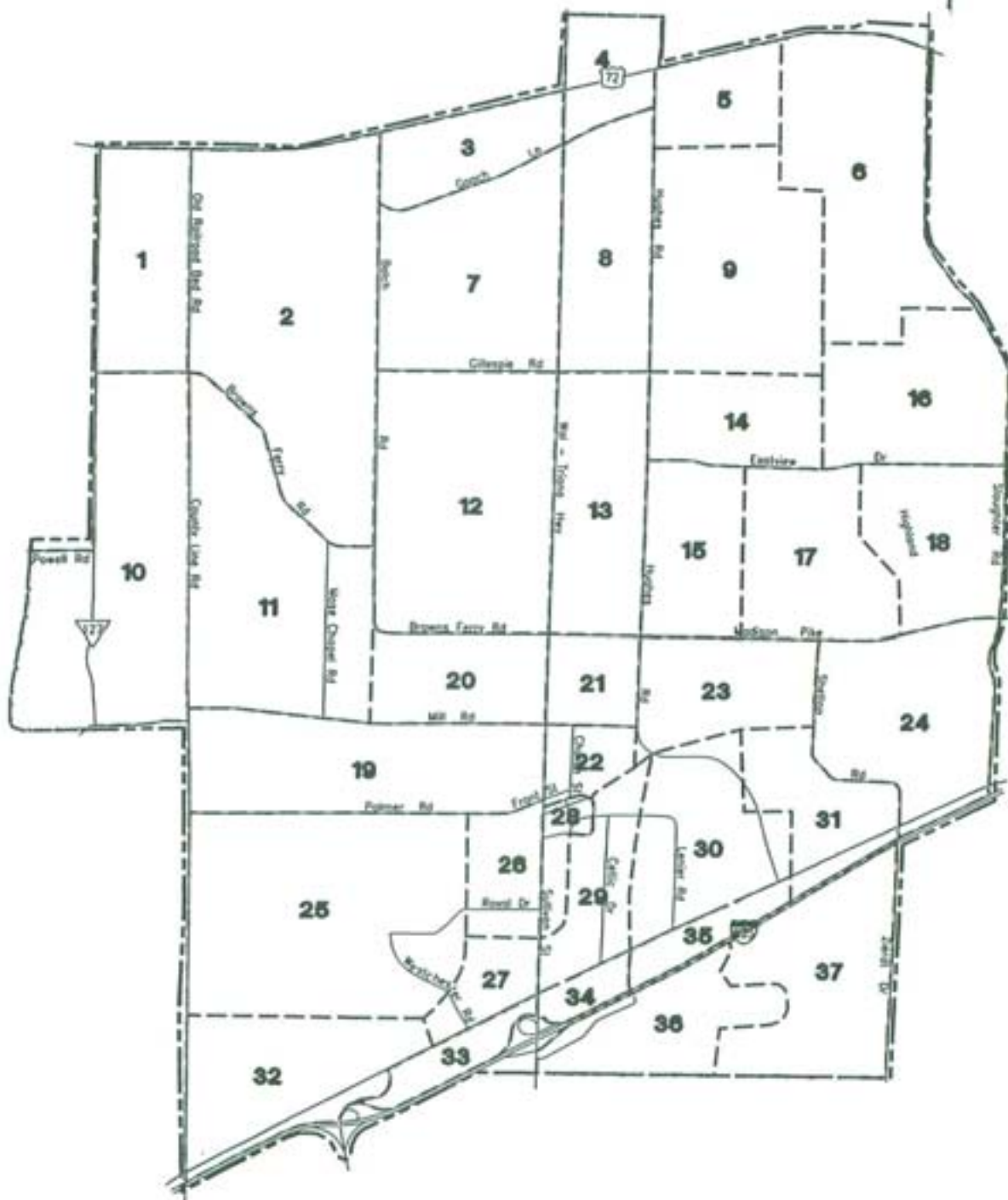
Each traffic analysis zone within the study area was inventoried to determine the land uses within its boundary. The land use classifications used within each TAZ are listed below:

- Single Family Residential
- Multi-Family Residential
- Commercial
- Industrial
- Agricultural

Within the City of Madison, there were 8,655 single-family dwelling units and 4,465 multi-family dwelling units in 2000. Also, in 2000, there were approximately 700 acres of developed commercial property and 700 acres of developed industrial property in Madison. In addition to

LEGEND

- Study Area Boundary
- - - TAZ Boundary



Drawing is schematic and not to scale

SKIPPER
CONSULTING INC.

FIGURE 5
TRAFFIC ANALYSIS ZONES
Major Street Plan
MADISON, ALABAMA

residential, commercial and residential properties the study area contained approximately 480 acres of developed agricultural property. A summary of the existing land use data by traffic analysis zone is listed in Table 2.

Future Land Use

The generation of future traffic is based on the future land use of the area. This plan was developed assuming the City of Madison was built rather than using a particular horizon year to generate future traffic. The land use projections were prepared by the City of Madison. The base year and forecast year study area totals for each data variables are shown in the following:

	<u>2000</u>	<u>Build-Out</u>	<u>% Change</u>
Single Family Residential	8,655 units	17,703 units	104.5%
Multi-Family Residential	4,465 units	4,927 units	10.3%
Commercial	700 acres	1,265 acre	80.7%
Industrial	700 acres	2,155 acres	207.9%
Agricultural	480 acres	2,180 acres	354.2%

NOTE: Dwelling unit projections vary slightly (4%) from projections in Land Use element due to difference in methodologies

TRANSPORTATION MODELING PROCESS

Travel demand models are developed to predict future traffic on the street and highway system. The models are initially developed using existing land uses to duplicate travel for the base year, which for this study was 2000. How well the model duplicates base year conditions is considered as an indication of how well it will predict future travel. If the model cannot produce traffic volumes similar to those observed on existing streets and highways, then the model is reevaluated and adjustments are made. This adjustment or calibration process continues until the model is adequately simulating base year traffic conditions. The process of building and modifying the model to simulate base year travel is called calibration. After the model is calibrated, projections of future land uses are used as input into the model to predict future travel demand.

TABLE 2
CITY OF MADISON MAJOR STREET PLAN
EXISTING LAND USE DATA

TAZ	Single Family Residential Units	Multi-Family Residential Units	Developed Commercial Acres	Developed Industrial Acres	Developed Agricultural Acres
1	87	0	0.00	0.00	0.00
2	486	0	3.88	0.00	61.38
3	304	0	13.33	0.00	0.00
4	13	0	88.48	0.00	0.00
5	300	0	8.07	0.00	0.00
6	209	0	2.60	0.00	0.00
7	487	0	0.00	0.00	0.00
8	487	0	0.00	0.00	0.00
9	451	0	0.00	0.00	0.00
10	117	0	0.00	0.00	0.00
11	414	0	0.00	0.00	0.00
12	737	545	0.00	0.00	0.00
13	224	62	41.16	0.00	0.00
14	184	0	0.00	0.00	0.00
15	235	240	38.87	0.00	0.00
16	440	0	0.00	0.00	358.89
17	643	0	20.47	0.00	0.00
18	521	204	0.00	0.00	58.85
19	240	0	0.00	8.00	0.00
20	270	29	0.00	0.00	0.00
21	93	75	11.27	0.00	0.00
22	59	0	5.00	0.00	0.00
23	579	72	6.40	0.00	0.00
24	25	614	0.00	0.00	0.00
25	10	176	5.55	51.81	0.00
26	229	700	11.11	0.00	0.00
27	54	60	61.09	0.00	0.00
28	89	0	39.12	0.00	0.00
29	52	272	33.13	110.12	0.00
30	1	0	67.21	31.56	0.00
31	193	822	66.27	24.14	0.00
32	5	0	40.00	81.70	0.00
33	0	0	98.99	15.59	0.00
34	0	0	31.69	40.81	0.00
35	0	0	8.96	3.22	0.00
36	177	0	0.00	329.43	0.00
37	240	594	0.00	10.00	0.00
TOTAL	8,655	4,465	702.65	706.38	479.12

Roadway travel demand in the Madison area was analyzed using a standard travel demand modeling process. The standard modeling process is defined by a four-step analysis procedure:

Step 1	Trip Generation
Step 2	Trip Distribution
Step 3	Mode Split
Step 4	Assignment

As the standard transportation demand modeling process in the State of Alabama deals only with private transportation, (i.e., not public transit), Step #3, mode split, is ignored.

The Alabama Department of Transportation has adopted a transportation demand modeling package known as TRANPLAN, developed by the Urban Analysis Group, for use in modeling in the State of Alabama. TRANPLAN performs the various steps required in the modeling process. The following sections address the modeling process in more detail.

Roadway Network

The network file is an abstract, computerized representation of the actual roadway network. The network file is created by transferring a roadway map to a form that can be processed by the computer program. The roadway network includes all roadways that are classified as a collector or higher grade. At each intersection, node numbers are assigned. These node numbers are used to define individual links in the roadway network. The length, carrying capacity, and average speed of each link in the network is coded as part of the roadway network description. TAZ's are connected to the roadway network by imaginary lines through which the trips produced in or attracted to each TAZ may gain access to the roadway system. This entire abstract description of the actual roadway network is coded, entered into the computer, and becomes the network file for the study area.

Trip Generation

The trip generation model translates land use data into numbers of trips. Given the land uses for a TAZ, the trip generation model predicts the number of trips that will be produced by that TAZ and the number of trips that will be attracted to that TAZ from all other TAZ's in the study area.

To perform trip generation, the relationships between observed travel and land use are defined through the use of mathematical equations and ratios. To determine the total number of trips that a TAZ may produce or attract, the number of dwelling units, developed commercial acres and developed industrial acres within that TAZ are multiplied by the appropriate trip generation rate. Using this process productions and attractions are produced for each TAZ. The trip generation model produces production and attraction data files for six trip purposes. These six trip purposes are:

Trip Purpose 1	Home Base Work (HBW)
Trip Purpose 2	Home Base Other (HBO)
Trip Purpose 3	Non-Home-Based (NHB)
Trip Purpose 4	Truck-Taxi (T-T)
Trip Purpose 5	Internal-External (I-X)
Trip Purpose 6	External-External (X-X)

Trip Distribution

After trip generation has been completed, the productions and attractions for each TAZ are calculated. Trip distribution is the process by which the trips originating in one TAZ are distributed to other TAZ's throughout the study area. The output from trip distribution is a set of tables called trip tables that show travel flow between each pair of zones.

The method used to distribute trips throughout the Madison study area was the gravity model. In the gravity model, the number of trips between two areas is directly proportional to the amount of activity in the areas and inversely proportional to the separation between the areas (represented as a function of travel time). In other words, the areas farther from each other will tend to exchange

fewer trips. The generalized formula for the gravity model relates the desire for travel to three factors: 1) trip productions; 2) trip attractions; and 3) friction factors. The formula is:

$$\text{Trips}_{ij} = \frac{\text{Prods}_i \times \text{Attr}_j \times \text{FF}_{ij}}{\sum \text{Attr}_j \times \text{FF}_{ij}}$$

where

Prods_i	=	productions at origin zone i
Attr_j	=	attractions at destination zone j
FF_{ij}	=	friction factor between origin zone i and destination zone j

The effect of travel time on the exchange of trips between two zones is represented by a friction factor. Simply stated, a friction factor represents the level of accessibility between each zone, with higher value meaning “greater accessibility” and lower travel time. Each trip purpose must have a set of friction factors. The maximum time value of friction factors used in the Madison model was 30 minutes.

Traffic Assignment

In trip generation, the number of trips by zone were forecast. Those forecast trips were then given destinations by trip distribution. Assigning these trips to specific routes and establishing traffic volumes is the last phase of the forecasting process. In the assignment process the existing trip tables that are produced in the trip distribution step of the modeling process is used to assign base year trips to the base year network. Trips between any two zones will generally follow the path (roadway links) between zones that require the least amount of travel time. In determining time to go from one zone to another, delays due to congestion are taken into consideration.

The equilibrium assignment process, which was used in this study, considers demand in relation to capacity. The equilibrium assignment technique consists of a series of all or nothing loadings with an adjustment of travel time according to delays encountered in the associated iteration. The assignment from each iteration is combined with the assignment for the previous iteration in such a way as to minimize the travel time of each trip. As a result of these time adjustments, the loadings of different iterations may be assigned to different paths. By combining information from various iterations, the number of iterations required to reach equilibrium is reduced. Equilibrium occurs

when no trip can be made by an alternate path without increasing the total travel time of all trips on the network.

Model Calibration

Trips cannot be merely assigned to the roadway network. The model has to be calibrated to assure that it is replicating existing traffic volumes. Travel demand models are run to predict link volumes, which are then compared to actual traffic counts at selected locations along screenlines and cutlines. Screenlines are imaginary lines established to intercept traffic flows through a study area and are usually located along physical barriers such as rivers or railroads. Cutlines are shorter than screenlines; they measure traffic volumes in a corridor. The base year model assignment was compared to actual traffic volumes crossing the screenlines, and adjustments were made to the input model data set until assigned traffic volumes approximated actual screenline traffic volumes. When all of the reasonable adjustments and factors were included in the model, a final assignment was made. The final assignment was compared to performance measures based on national averages from studies of other urbanized areas. The total of the ground counts compared to the total of the model assignments for all of the screenlines should not be more than five percent. The percent error for the Madison model was less than three percent.

TRAVEL DEMAND FORECASTS

Future Productions and Attractions

The trip generation model was used to calculate future productions and attractions in the same manner as base year productions and attractions were calculated. The future land use data, presented in an earlier section of this report, was used to calculate the future year productions and attractions. Internal-external productions and external-external productions and attractions were calculated using historical traffic growth patterns at the external boundaries of the study area.

Future Year Trip Table

Future productions and attractions were distributed using the gravity model according to the methodology used to distribute the existing year productions and attractions. Resultant trip tables

for each of the six trip purposes for the future were produced. These trip tables were then added and then converted to origin-destination format.

Future No Build Assignment

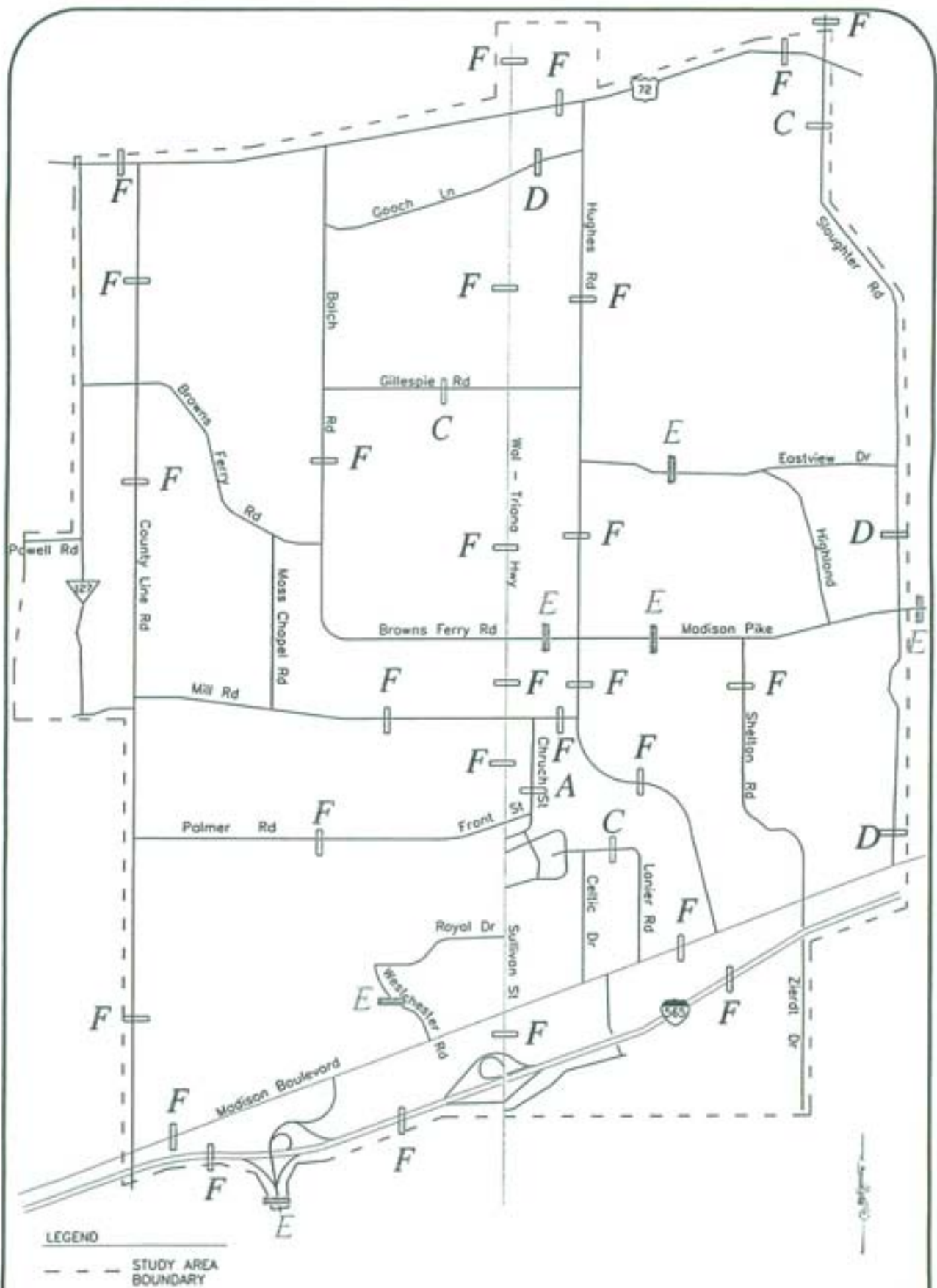
Before any roadway improvements are added to the network, the future trip table is assigned to the existing roadway network using the assignment methodology and criteria cited previously. This assignment process is referred to as a “no build” assignment. The purpose of this step is to identify where future year deficiencies might occur if no roadway improvements are undertaken. The results of the no-build assignment are shown in Figure 6.

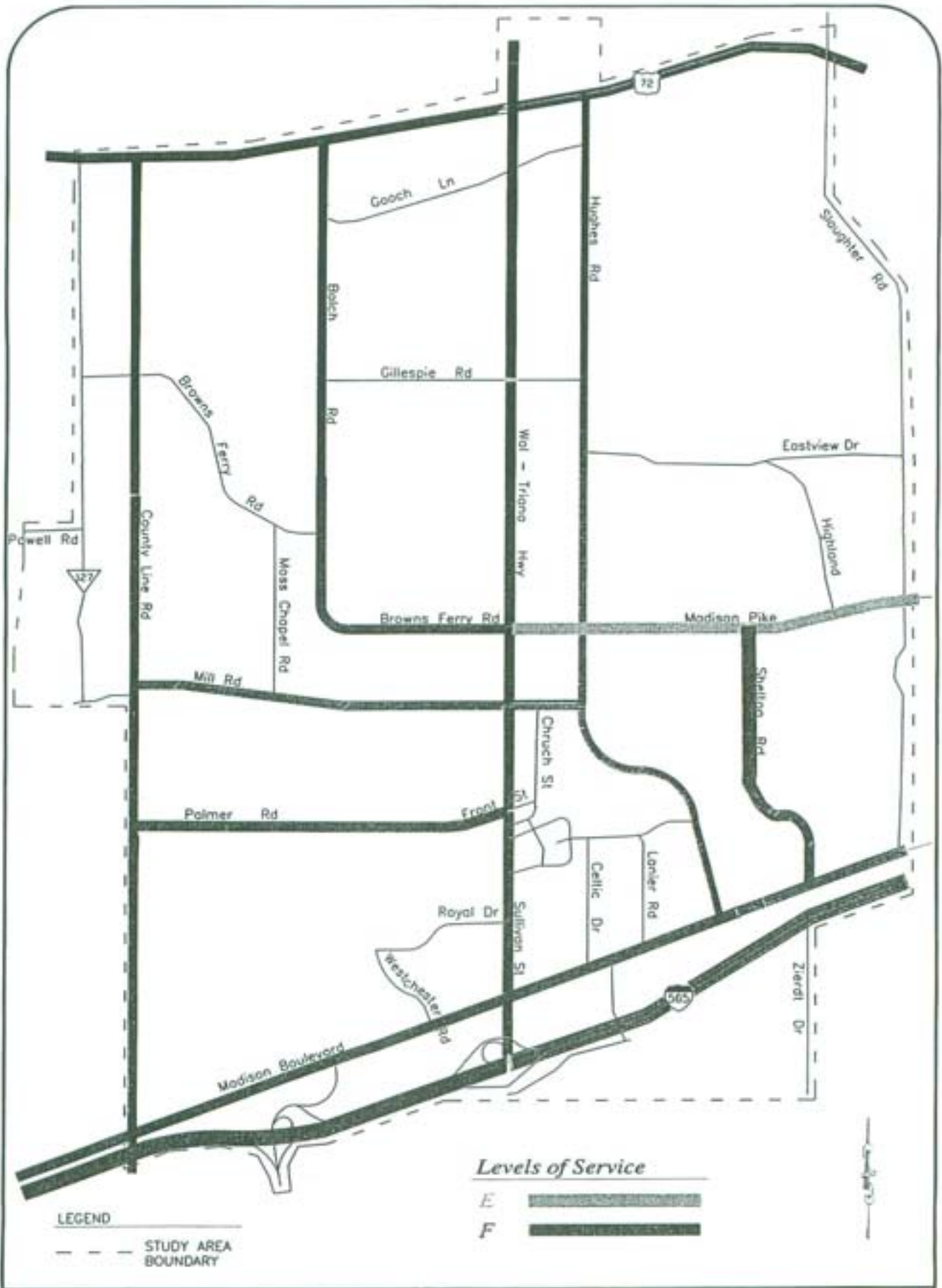
Projected Levels of Service and Deficiencies

As was discussed in the Existing Conditions section, the future no-build forecast traffic volumes were compared with the roadway capacities to determine roadway segment levels of service. Levels of service for the no-build condition are illustrated in Figure 7. Roadways which show a projected volume/capacity (v/c) ratio of greater than 0.75 (Level of Service “E”) should be considered deficient. Emphasis should be placed on those areas where the v/c ratio is greater than 1.00 (Level of Service “F”). Based on those ratios, the roadways estimated to be deficient with the City of Madison Built-out are shown in Figure 8.

MAJOR STREET PLAN DEVELOPMENT

The Major Street Plan was developed to attempt to alleviate existing traffic congestion, mitigate anticipated future year capacity deficiencies that were identified in the no-build model, improve mobility, increase safety, and support the Comprehensive Plan. The Major Street Plan was developed as a result of public meetings, meetings with Madison officials and outputs from the travel demand model.





Access Management

The success of the Major Street Plan relies on the City's ability to protect current and future capacities of the roadway network. Access management can benefit roadside properties throughout the City of Madison by promoting safety and improving roadway capacities. If approached properly, access management can enhance property values while safeguarding past and future public investments in the infrastructure. Access management techniques developed for Madison should incorporate the following strategies to retrofit current roadway corridors and in planning new projects.

- Separate conflict points – distance between major intersections and driveways should be regulated. As a general rule, driveways should not be located within the area of influence of intersections.
- Restrict turning movements at unsignalized driveways and intersections – the use of full directional unsignalized streets and driveways should be limited. Full movement intersections should serve multiple developments through joint use driveways or cross access easements. If frontage roads area available, all driveways should access the frontage roads. Access to the main line should only be permitted at intersections of public roadways.
- Establish design standards – design standards that address access spacing, the length of turn lanes and tapers and driveway dimensions should be developed for application throughout the corridor.
- Traffic signal spacing – signals should only be installed when appropriate studies indicate their spacing and interconnection can be accomplished without significant impacts on the corridor capacity.
- Turn lanes – left and right turn lanes should be required for all public streets and major access points to adjacent land uses.
- Shared driveways/inter-parcel access – joint use driveways should be required to reduce the proliferation of driveways and to preserve the capacity of the corridor.
- Pedestrian/bicycle planning – specific needs of pedestrian and bicyclist movements should be addressed. Traffic signals should be designed and timed to accommodate pedestrians in those areas of significant activity.

Roadway Improvement Projects

Various types of roadway improvements have been included in Madison's Major Street Plan. The roadway improvements include constructing new roadways as well as widening existing roadways. The projects that have been identified for inclusion in the Major Street Plan are summarized in Table 3 and keyed to Figure 9. The projects are prioritized as high, medium or low. High priority projects should be constructed in a 0-5 year period, medium priority projects should be constructed in a 5-8 year period and low priority projects should be constructed in an 8-10 year period. Preparation to begin work on projects should start prior to their recommended time period. Construction should be completed within the recommended time period in order to divert any future traffic problems.

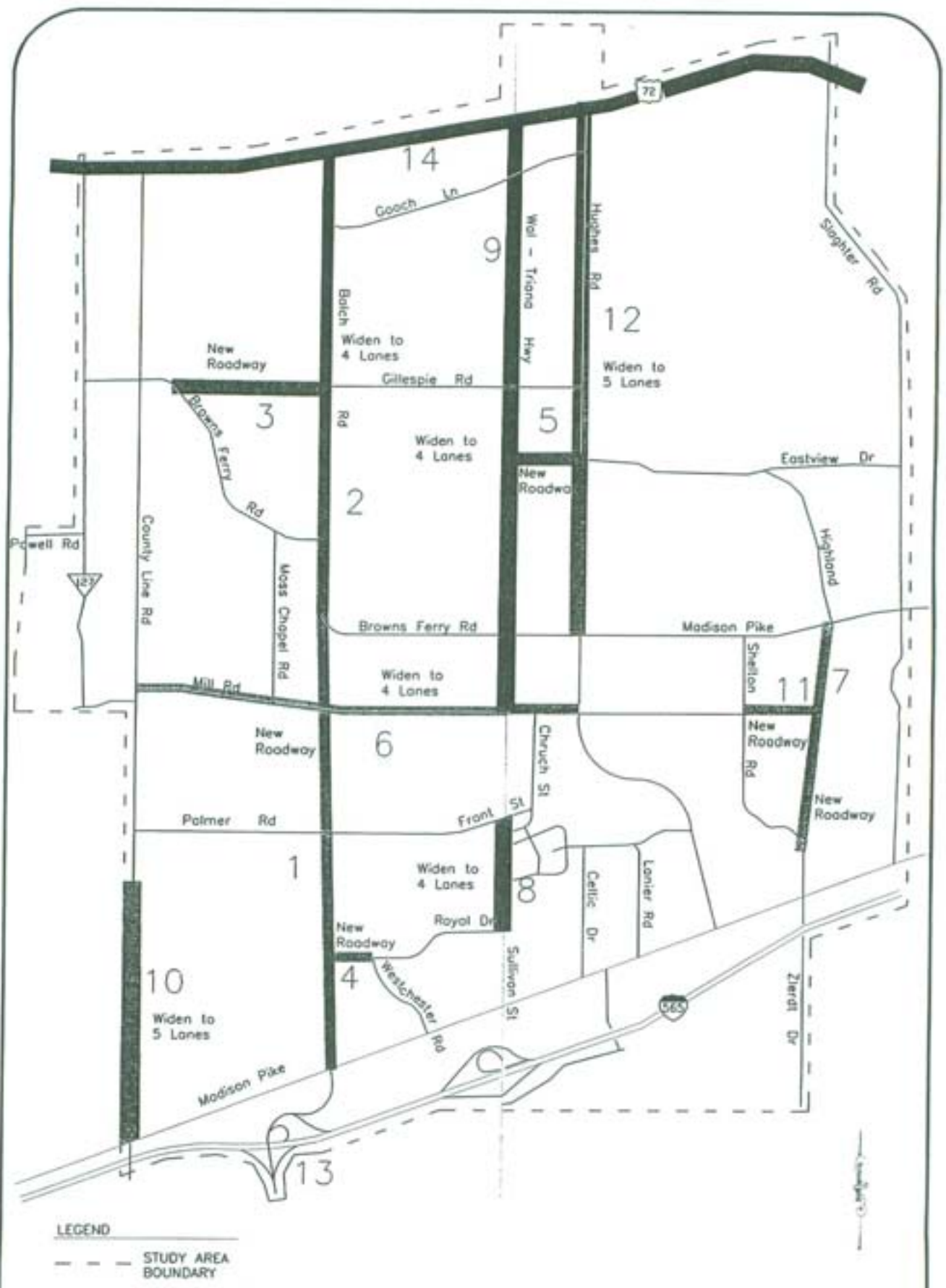
**TABLE 3
CITY OF MADISON MAJOR STREET PLAN
ROADWAY IMPROVEMENT PROJECTS**

PROJECT NUMBER	ROADWAY	ACTION	FROM	TO	PRIORITY
1	Balch Road	Extend	Browns Ferry Road	Madison Boulevard	High
2	Balch Road	Widen	U.S. Highway 72	Balch Road Extension	Low
3	Gillespie Road	Extend	Balch Road	County Line Road	High
4	Royal Drive	Extend	Westchester Road	Balch Road Extension	Medium
5	Eastview Drive	Extend	Hughes Road	Wall-Triana Highway	High
6	Mill Road	Widen	County Line Road	Hughes Road	Medium
7	Zierdt Road	Extend	Shelton Road	Madison Pike	Low
8	Wall-Triana Highway	Widen	Royal Drive	Front Street	Medium
9	Wall-Triana Highway	Widen	Mill Road	U.S. Highway 72	Low
10	County Line Road	Widen	The Railroad	Madison Boulevard	High
11	Portal Lane	Extend	Shelton Road	Zierdt Road	Low
12	Hughes Road	Widen	Madison Pike	U.S. Highway 72	Low
13	Interstate 65 Interchange	Modify	Airport Interchange	-----	Medium
14	U.S. Highway 72	Widen	Study Area Boundary	Study Area Boundary	N/A*

*This project should not be assigned a priority instead should be constructed by the Alabama Department of Transportation.

Future Year Daily Traffic Volumes

Future year trips were assigned to the Street Plan network using the TRANPLAN model to determine the benefit of the plan. The results of the assignment are illustrated in Figure 10.

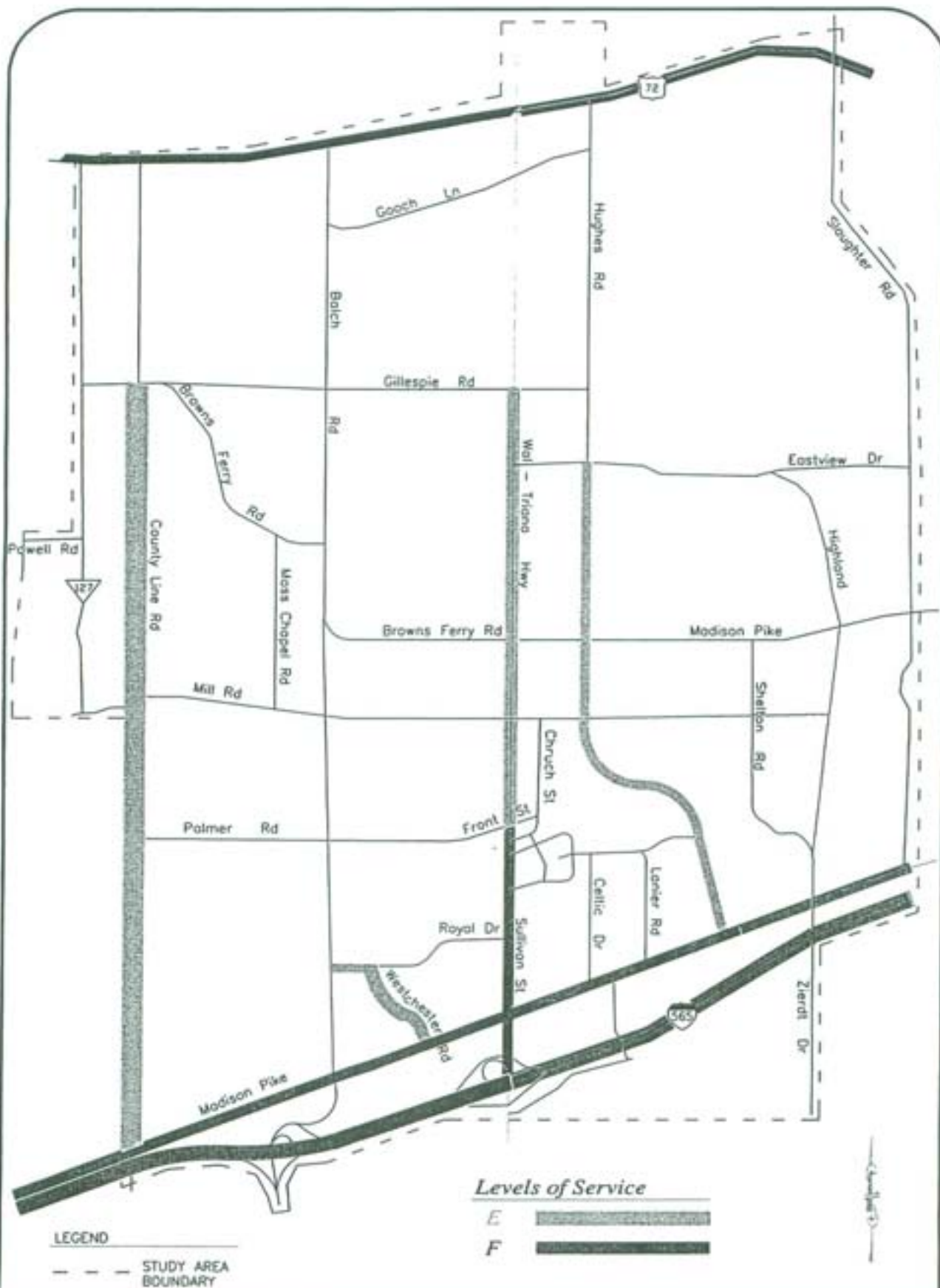


Future Year Levels of Service and Deficiencies

To determine roadway segment levels of service, forecast traffic volumes illustrated in Figure 10 were compared with proposed roadway capacities. The levels of service for the Street Plan are illustrated in Figure 11. The Street Plan was reviewed to determine which facilities showed a projected volume/capacity (v/c) ratio of greater than 0.75 (Level of Service "E"). As was the case in the review of the no-build network, roadways with a volume/capacity (v/c) ratio of greater than 0.75 (Level of Service "E") should be considered deficient. Based on those ratios, the facilities estimated to be deficient with the roadway plan in place are shown in Figure 12.

CONCLUSIONS

This report summarized the results of a study performed for the major street system of the City of Madison. The conditions summarized included both land use analysis and traffic analysis for existing, future conditions and recommendations for roadway improvements that would help correct current and future transportation deficiencies. It is virtually impossible to eliminate all transportation deficiencies that may occur in a city but the recommendations in this report will help relieve existing and future traffic congestion, improve mobility, improve traffic safety and support the City of Madison's Comprehensive Plan.



Goals, Objectives and Policies

I. Land Use

Goal:

The City of Madison will: Strive to provide for balanced growth in all of its land use decisions, basing those decisions on the health, safety, welfare, and economic well-being of the citizens of Madison; permit development only in such locations and at such times as it deems to be in the public interest; ensure that all future development is compatible with the land which supports it as well as the character of the community; and permit only those developments of land that are environmentally suitable for the City.

Objective 1: Infrastructure Management.

The City shall permit development that is both timed and located so as not to outstrip the capacity of on-site or off-site infrastructure.

Policy 1.1.

For every development required to be approved by the Madison Planning Commission, the City's Water and Sewer Board will be requested to make a finding as to the capacity of the system to serve the proposed development. This policy shall apply, at a minimum, to all site plans and preliminary subdivision plats. A finding by the Water and Sewer Board that sufficient capacity is not available to serve the proposed development, and that such capacity as would be necessary is not expected to be available by the anticipated date of project completion, shall compel the Planning Commission to deny the development petition. However, where such denial is based solely on insufficient water and sewer capacity, the developer may elect to add such capacity to the system as would be required by the project at his expense, at the discretion of the Water and Wastewater Board.

EAR Update: This policy is in effect and is being enforced successfully.
--

2001 Update: No change required. Regulations consistent with this policy are in place.
--

Policy 1.2.

The developer of all new residential subdivisions, or new phase of an existing subdivision, shall be required to perform drainage calculations for those lands between the discharge points of the subdivision and the nearest Waters of the United States downstream from such points. The developer shall acquire, by easement or fee interest, such property as is necessary to convey such runoff, without harm to adjacent properties, to the nearest such waters. If required by the Planning Commission, the developer shall make those infrastructure improvements to the off-site easements or rights-of-way as are necessary or required by the grantee of the easement or by the City Engineer. All expenses incurred in connection with this policy shall be borne by the

developer.

EAR Update: This policy was implemented by changes to the Subdivision Regulations and is being enforced successfully.

2001 Update: No change required

Policy 1.3.

All lands acquired by fee interest pursuant to Policy 1.2 shall be dedicated to the City upon final plat approval. All easements shall likewise be dedicated to the City, and all drainage infrastructure shall be deeded to the City on final plat approval. All water and wastewater system improvements shall be dedicated to the Water and Wastewater Board. All dedications shall be free and clear of all encumbrances.

EAR Update: This policy is supported by the Subdivision Regulations and the policies of the Water and Wastewater Board and is being enforced.

2001 Update: No change required

Policy 1.4.

Projects identified by the City's Drainage Master Plan, as amended, as required to facilitate future development, shall be prioritized by the City Engineer, Planning Commission, and City Council, and shall be programmed in the Capital Improvements Plan.

EAR Update: This has been accomplished for CIP III, which is due to begin construction in 2001. A list of drainage projects funded in CIP III is attached.

2001 Update: GO Bond sales expected to occur by mid-2001, and projects should begin by end of 2001.

Policy 1.5.

All residential subdivisions, apartment developments, commercial developments and re-zoning petitions shall be required to present a traffic analysis, unless Institute of Transportation Engineers (ITE) traffic generation rates predict the generation of fewer than five hundred (500) daily trips.

EAR Update: This policy is not being enforced. However, traffic generation rates are estimated for proposed rezonings.

2001 Update: For proposed rezonings and Land Use Map changes where there is an increase in intensity or density, the Planning Commission shall require a site impact traffic evaluation. The Planning Commission may require the developer to mitigate the impact of the project on the City's

roadway network.

Policy 1.6.

The City hereby adopts roadway capacity tables and acceptable volume/capacity ratios for all arterial and collector City roads as found in the Traffic Element of this Plan. For proposed developments that cause the adopted volume/capacity ratio for any road to be exceeded, the Planning Commission may require the developer to construct all needed improvements at his expense, so that the needed facilities are available before issuance of any Certificate of Occupancy for the project.

EAR Update: The enforcement of this policy would require the adoption of an Adequate Public Facilities Ordinance. The Council has, so far, declined to adopt such an ordinance.

2001 Update: No change required.

Policy 1.7.

The City Council and Water and Wastewater Board shall seek the approval of the Planning Commission prior to authorizing any new Board-funded infrastructure.

EAR Update: This policy is in accordance with Sec. 11-52-11, Code of Alabama, and is being enforced.

2001 Update: No change required

Policy 1.8

The Planning Commission shall coordinate with the Water and Wastewater Board to develop a development phasing plan. Capital construction plans shall not be approved by the Council without a recommendation from the Planning Commission that is based on a development phasing analysis and the effect of the capital project(s) on the adopted phasing plan.

EAR Update: No phasing plan has been adopted. However, the Planning Commission has adopted rules which require it to withhold approval of new development that has not been approved by the Water and Wastewater Board.

2001 Update: No change required

Objective 2. Compatibility with Characteristics of Land.

The Planning Commission shall be guided by principles of environmental design in the review of all subdivisions and site plans.

Policy 2.1.

The City shall furnish all members of the Planning Commission with copies of Planning Officials handbooks on environmental principles of site design. Environmental planning publications distributed by the American Planning Association, the AICP Planners' Training Service, the APA Planners' Advisory Service, and others shall be distributed.

EAR Update: Some Planning Officials have received publications from the APA. In 1999, all Planning Commission members became members of the APA and will receive publications on a regular basis.

Policy 2.2.

In addition to cases of development in wetlands, where it is required, the Director of Community Development shall request an environmental assessment on all projects where, in his/her opinion, environmental factors may be significant to the proposed development. This assessment shall be at the landowner's expense.

EAR Update: The City now requires a site assessment map for all new subdivisions.

2001 Update: No change required

Policy 2.3.

Land with slopes up to 9% shall not, on that basis alone, be restricted as to use. Land with slopes of 10-20% shall be restricted to residential or relatively low intensity industrial or commercial uses. Land with slopes over 20% shall be treated with special care, and zoned for cluster development or low-density residential only. Public uses may be allowed without regard to slope of land, provided that the nature of the use is compatible with the topography (e.g., a park might be allowed on land with a 22% slope, but a school probably would not.).

EAR Update: While no regulations have been enacted to support this policy, no development in violation of the policy has taken place. A cluster zoning ordinance was adopted and may be used on a voluntary basis.

2001 Update: The City should consider making cluster zoning mandatory in some locations as identified on the Future Land Use Map.

Policy 2.4.

The City shall identify and take measures to protect environmentally significant hillsides from destabilization and erosion. Such measures shall include ordinances regulating development in certain areas of the City.

EAR Update: See Policy 2.3

2001 Update: No change required

Policy 2.5.

The City shall request and pursue the assistance of land preservation trusts to acquire interests in lands adjacent to Bradford Creek for the purposes of environmental preservation.

EAR Update: The Huntsville Land Trust has acquired 10 acres in the Bradford Creek Watershed (Bridgefield Subdivision), and an additional 73 acres has been restricted as a conservation easement (Heritage Plantation Subdivision). Additional lands in the watershed, as well as on Rainbow Mountain, are being considered for donation and/or acquisition. The Land Trust has made a major announcement concerning new acquisitions in Madison, including significant land (71 acres) on Rainbow Mountain.

2001 Update: No change required

Policy 2.6

Poorly drained soils, and soils with development problems, including hillsides with slopes greater than 15%, and particularly loams, silty loams, and clay loams, and certain others in the hydric soil series, shall be developed only after the preparation of a report by a geophysical engineer that indicates that the land is suitable for the type of development planned.

EAR Update: This policy is enforced at the building permit stage by the Chief Building Official. Where he deems it unnecessary, under discretion given to him in the Building Code, the CBO does not enforce this policy. Overall, this policy is being successfully enforced.

2001 Update: No change required

Policy 2.7

Areas on Rainbow Mountain with stratigraphy that contains significant Tusculumbia Limestone formations shall be developed only after the preparation of a report by a geophysical engineer that indicates that the land is suitable for the type of development planned.

EAR Update: This policy is enforced at the building permit stage by the Chief Building Official. Where he deems it unnecessary, under discretion given to him in the Building Code, the CBO does not enforce this policy. Overall, this policy is being successfully enforced.

2001 Update: No change required

Objective 3.

The City shall continue to enforce density controls in all residential and agricultural districts, and shall record and adopt intensity controls in commercial and industrial districts for the purposes of controlling traffic generation, aesthetics, open space provision, storm water percolation, aquifer recharge, and other public purposes.

Policy 3.1.

Residential and agricultural density maximums shall be as follows:

Zoning District	Maximum Density [*] (du/ac)
R-1	0.97 du/ac
R-1A	2.42 du/ac
R-1B	2.90 du/ac
RC-1	2.42 du/ac
R-2	4.15 du/ac
RC-2	4.15 du/ac
R-3	8.0 du/ac
R-3A	5.81 du/ac
R-4	12.0 du/ac
AG	0.34 du/ac

^{*} Reduce by 15% - 18% to allow for right-of-way

EAR Update: These zoning districts have been administered properly during the planning period.
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2001 Update: No change required

Policy 3.2.

The City shall, pursuant to a City-wide computer simulation, determine the maximum floor area ratio (FAR) for each nonresidential zoning district that would not congest the future roadway network beyond design capacity. "Future roadway networks" shall mean that network that the City shall adopt consistent with its right-of-way reservation map. The City shall adopt these FAR's as maximum permitted FAR's for each district, and shall adopt a schedule according to which the future roadway network shall be constructed.

EAR Update: This study has not been accomplished due to funding constraints.
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2001 Update: Due to the excess capacity in Madison's roadway in commercial and industrial areas, this study is no longer deemed necessary by the Commission. Policy Deleted.
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Policy 3.3.

The City shall provide, by ordinance, that structures erected on publicly owned lands shall not be subject to FAR regulations.

EAR Update: Since no FAR regulations have been promulgated, this policy has not been implemented.

2001 Update: Policy Deleted

Policy 3.4

The City shall not zone infill parcels in stable residential areas to a higher density zoning classification without the clear demonstration of a public purpose in doing so, or without determining the likely effect of the rezoning on adjacent neighborhoods, including housing value.

EAR Update: Such rezonings have not occurred, and the Commission has adopted a resolution supporting this Policy.

2001 Update: No change required

Objective 4.0.

The City shall identify areas in need of redevelopment, and shall promote such redevelopment.

Policy 4.1.

The City shall identify, by geographic location, areas in need of redevelopment.

EAR Update: A complete land use inventory of the downtown area was done in 1996 and a "redevelopment" area was identified.

2001 Update: No change required

Policy 4.2.

The City shall work to secure outside funding for redevelopment.

EAR Update: This has not been accomplished.

2001 Update: The City should pursue funding

Policy 4.3.

The City shall create a Historic Downtown overlay zoning district, containing provisions liberalizing parking, setbacks, intensity, and other restrictions, in order to encourage redevelopment and renovation.

EAR Update: This has not been accomplished.

2001 Update: A Downtown Development District ordinance has been drafted.

Policy 4.4.

The City shall continue work with the Madison Historical Society to continue the development of an urban park on Front Street.

EAR Update: This park has been completed.

2001 Update: No change required

Policy 4.5.

The City will thoroughly study the feasibility of creating a downtown pedestrian mall on Main St. with parking provided on Martin St. and easy, signed access from the Hughes Road Extension and Sullivan St., including upgrading Lanier Rd., Garner St., and Martin St.

EAR Update: This has not been accomplished.

2001 Update: The Front/Sullivan intersection is currently being redesigned and will close off traffic to Front St. via Sullivan. Some parking-dependent business revitalization has occurred on its own, so no plan for a pedestrian mall should be pursued.

Policy 4.6.

Reserved

Policy 4.7.

The City shall, pursuant to Objective 5 and related Policies, prohibit redevelopment inconsistent with the Zoning Ordinance or with Objective 5.

EAR Update: No redevelopment inconsistent with the zoning ordinance or historic preservation regulations has been permitted.

2001 Update: No change required

Objective 5.

The City shall prohibit uses incompatible with the character of the community.

Policy 5.1.

The following uses are expressly found to be incompatible with the character of the community, and the City shall adopt regulations prohibiting such uses:

- (1) heavy manufacturing with significant effects that impact beyond the property line of the development, including the effects of smoke, noise, vibrations, fumes, blasting, etc.
- (2) toxic or hazardous waste disposal
- (3) landfills for the disposal of household garbage
- (4) large-scale power generation
- (5) extraction of nonrenewable resources, except for water, natural gas, and small-scale extraction of gravel and sand.
- (6) refining of petroleum
- (7) manufacture, storage, or large-scale use of toxic materials
- (8) other uses which, by their nature, imperil the public health or safety

EAR Update: No such uses have been permitted. A non-permitted landfill, which represented itself as a "wood-waste recycling plant," did locate in Madison, but is currently under investigation by the Alabama Dept. of Environmental Management and is closed.

2001 Update: No change required. Regulations consistent with this policy are in place.

Policy 5.2.

A maximum height of eighty (80) feet shall be permitted for new structures; some zoning districts may have lower height limits. A maximum building footprint shall be set at one hundred thousand (100,000) square feet, and a variance shall be required to permit larger structures.

EAR Update: The City has adopted regulations to restrict heights to 80 ft. or less, but has not adopted regulations to restrict building sizes.

2001 Update: This policy should be enacted legislatively during the planning period.

Policy 5.3.

As part of the development review process, adjacent land uses will be considered for compatibility with the proposed development.

EAR Update: This policy is administered by the Technical Review Committee.

2001 Update: No change required. Regulations consistent with this policy are in place.

Policy 5.4.

All development, including single-family residences, proposed for siting within two hundred (200) feet of a City park, shall be reviewed by the Director of Parks and Recreation, and his comments provided to the approving authority.

EAR Update: This policy is administered by the Technical Review Committee.

2001 Update: No change required

Policy 5.5.

Uses which cease for a period of six (6) months shall not be resumed unless consistent with this Plan and the provisions of the Zoning Ordinance.

EAR Update: The Zoning ordinance calls for this period to extend to one year, and has not been amended.

2001 Update: Policy Deleted.

Policy 5.6.

Structures not conforming to the Zoning Ordinance shall not be altered, unless such alteration does not increase the non-conformity.

EAR Update: This policy is being enforced.

2001 Update: No change required. Regulations consistent with this policy are in place.

Policy 5.7.

Where at least two exterior walls of a structure not conforming with the Zoning Ordinance are demolished or broken through, the entire structure shall be made to conform with the Zoning Ordinance, though the use may remain, even if nonconforming.

EAR Update: This policy is being enforced.

2001 Update: No change required. Regulations consistent with this policy are in place.

Policy 5.8.

All nonconforming structures sustaining damage from any causes, the repair cost of which exceeds fifty (50) percent of the fair market value of the structure, shall be rebuilt in conformity with the current Zoning Code and Building Code; except that the City recognizes the vested rights of property owners in fee, so that structures are exempt from this policy as to density (intensity) controls only, and may be rebuilt to a density (intensity) not to exceed the density (intensity) of the structure(s) destroyed.

EAR Update: This policy is being enforced.

2001 Update: No change required. Regulations consistent with this policy are in place.

Policy 5.9

The Planning Commission shall review all streets, public buildings, open spaces, public and private utilities, and all other such facilities as required in Sec. 11-52-11, Code of Alabama, as may be amended from time to time. Such projects shall be reviewed for consistency with this Plan, and other such factors as the Planning Commission deems appropriate. Written recommendations concerning all such projects shall be made to the appropriate body.

EAR Update: This policy is being enforced.

2001 Update: No change required

Objective 6. Preservation of Natural Areas.

The City shall protect and preserve, by regulation and acquisition of easement and/or fee simple estate interest, environmentally sensitive land in Madison.

Policy 6.1.

The City shall adopt an ordinance providing for cluster zoning, requiring that developers fund and perform studies of their land prior to development to assist the City in designating cluster areas and open spaces, to provide the maximum flexibility to the City for the preservation of environmentally sensitive land.

EAR Update: A cluster zoning ordinance has been adopted.

2001 Update: No change required (see Policy 2.3). Regulations consistent with this policy are in place.

Policy 6.2.

The City shall adopt regulations to preserve hillsides, wetlands and other environmentally significant land or habitat to the maximum degree legally permitted without violation of the constitutional principle of just compensation. For each application of regulations of environmentally significant land, a detailed study and specific finding of environmental significance of the land shall be made by the Commission.

EAR Update: The City has been cooperating with the USEPA and Army Corps of Engineers to identify and protect wetlands areas. The City has also enacted groundwater protection regulations and has placed significant land in conservation easements.

2001 Update: No change required. The City should work more closely with the Land Trust to accomplish further preservation of sensitive lands.

Policy 6.3.

The City shall cooperate with non-profit land trusts to preserve, by regulation, or easement or fee acquisition, significant wetlands in the Bradford watershed, the hillsides of Rainbow Mountain, and other environmentally significant land as enumerated in Section 21 of the Environmental Preservation Element of this Plan.

EAR Update: The Huntsville Land Trust has acquired 10 acres in the Bradford Creek Watershed (Bridgefield Subdivision), and an additional 73 acres has been restricted as a conservation easement (Heritage Plantation Subdivision). Additional lands in the watershed, as well as on Rainbow Mountain, are being considered for donation and/or acquisition.

2001 Update: No change required. The City should work more closely with the Land Trust to accomplish further preservation of sensitive lands.

Policy 6.4

The City will cooperate with ADEM in enforcing NPDES requirements in Madison, unless exempted by ADEM. The City's NPDES Stormwater Permit Applications, Phase I and Phase II, including all agreements with ADEM and the City of Huntsville, are explicitly incorporated in this Policy. Permits issued by ADEM pursuant to incorporated applications are likewise hereby adopted.

EAR Update: The City has continued to file annual NPDES reports with ADEM and has received no notices of noncompliance with the program.

2001 Update: No change required.

Policy 6.5

The City will require compliance with applicable Federal regulations with respect to endangered species.

EAR Update: The City requires a site assessment map prior to approval of any new subdivision. The presence of threatened or endangered species on the site requires consultation with the US Fish and Wildlife Service.

2001 Update: No change required.

Policy 6.6

The City will require a preservation plan for all plants, and a relocation or preservation plan for all animals, for all endangered species, to the extent required by Federal regulations.

EAR Update: To date, no endangered species have been documented in Madison

2001 Update: No change required.

Policy 6.7

In the event that the City's best available information, including wetlands maps, topographic maps, or staff field surveys indicates that a proposed development may impact a wetland, the City shall require a written delineation and, if appropriate, Wetlands Development Permit, both to be issued by the appropriate federal authorities.

EAR Update: This policy is being enforced by the Technical Review Committee

2001 Update: No change required.

Policy 6.8

The City shall monitor, at least annually, its status as a Clean Air Act attainment area.

EAR Update: Madison is part of the Huntsville Airshed, which has continued in "attainment" status during the planning period.

2001 Update: No change required.

Policy 6.9

In the event the City becomes a Clean Air Act non-attainment area, the City will take steps to

reduce point source pollution in conjunction with ADEM, as well as nonpoint source solution associated with automobiles by enacting a transportation demand management ordinance.

EAR Update: Does Not Apply

2001 Update: No change required.

Policy 6.10

The City will, by 2001, acquire access easement rights in the lands containing the Western Sewer Outfall, and shall develop these lands as a greenway trail.

EAR Update: This project is currently part of the National Park Service Trails Technical Assistance Program, and land acquisition and design work are scheduled to begin in 2001. 2001 Update: The City has appointed a greenspace committee which is working on this issue and may recommend different or additional acquisition(s).

2001 Update: The City will, by 2001, begin work on greenway trail construction and shall continue to plan future extensions.

Objective 7.

The City shall seek to preserve the historic character of the area bounded by Sullivan Street on the west, Mill Road on the north, a southern projection of Hughes Road on the east, and Martin Street on the south (the "Downtown")

Policy 7.1.

The City shall enforce architectural controls in the Historic District, which approximates the area described in Objective 7.

EAR Update: The city has continued to enforce its Historic Preservation Ordinance

2001 Update: No change required.

Policy 7.2.

Reserved

Policy 7.3.

While the City should grant density bonuses to redevelop the Downtown (see Policy 4.3), height restrictions should not be liberalized.

EAR Update: Density bonuses have not been granted, nor have height restrictions been changed.

2001 Update: No change required. Regulations consistent with this policy should be developed.

Policy 7.4.

The City should develop a Downtown landscaping plan and implement it at public expense.

EAR Update: Some landscaping work was done in conjunction with a sidewalks rehabilitation project (See 7.5) and with development of the park on Front St. (See 4.4), but no comprehensive landscape plan has been developed.

2001 Update: No change required.

Policy 7.5.

The City shall require the installation of sidewalks adjacent to all new development in the Downtown area.

EAR Update: The city replaced the downtown sidewalks on Main St. with a grant from ADECA in 1997.

2001 Update: No change required. Regulations consistent with this policy are in place.

Policy 7.6.

For all new Planned Unit Developments, the City shall require that contiguous pedestrian access be provided to the related PUD commercial mode from all points in the residential section of the PUD.

EAR Update: The PUD Ordinance was repealed in 1997.

2001 Update: Policy Deleted

Objective 8.

The City shall provide for land use regulations related to aquifer recharge.

Policy 8.1.

The City shall identify prime aquifer recharge areas and wellfield protection zones.

EAR Update: This was accomplished by the Geological Survey of Alabama in 1996 and the information was furnished to the City.

2001 Update: Policy no longer needed.

Policy 8.2.

The City will require full disclosure from all businesses that use, store or dispose of hazardous chemicals as defined by ADEM. Such businesses shall disclose such activities on their applications for Business Privilege Licenses. This information shall be furnished to the HAZMAT Team.

EAR Update: The City adopted an ordinance in 1999 to require these disclosures by all business license applicants and reapplicants. The ordinance takes effect 1/1/2001.

2001 Update: No change required. Regulations consistent with this policy are in place.

Policy 8.3.

The City shall enforce greater open space requirements in prime recharge areas than in other areas through an additional overlay zone for protection of the recharge function.

EAR Update: This action has not been taken. However, as an alternative, the Wellhead Protection Overlay zone, created in 1999, does prohibit the use, storage, disposal or generation of hazardous wastes within 1000 ft. of the wellhead.

2001 Update: No change required.

Policy 8.4.

The City shall prohibit the construction of sewer package plants and sewer lagoons anywhere within the corporate limits.

EAR Update: All new development is required to hook to city sewer, with limited exceptions made for septic tanks. Private treatment facilities and lagoons are not allowed.

2001 Update: No change required. Regulations consistent with this policy are in place.

Policy 8.5.

The City shall require vegetated upland buffers above the impervious roadways and pervious lands in prime recharge areas and wellfield protection zones, including wetlands.

EAR Update: This policy has not been enforced.

2001 Update: The City shall continue to protect stormwater quality through nonstructural means wherever possible in the storm sewer system.

Objective 9

The City shall plan now for future land uses in undeveloped and potential annexation areas.

Policy 9.1

The City shall annex east to Slaughter Road, between Hwy 72 and Hwy 20. Predominant land uses in this area shall be residential.

EAR Update: This area was annexed in March, 1998 by referendum.

2001 Update: Policy no longer needed.

Policy 9.2

The City shall annex the "northwest quadrant," specifically Sections 5 and 6 in Twp 4 S, Range 2 W, and Sections 30, 31 and 32 in Twp 3 S, Range 2 W north to Hwy 72. These areas shall be used primarily for medium density residential development, with commercial development along Hwy 72.

EAR Update: These areas are annexing in piecemeal fashion, with only approximately 1000 acres remaining outside the City. Due to the availability of water and sewer lines, this area is expected to annex as driven by development pressures.

2001 Update: No change required.

Policy 9.3

The City shall continue to annex west of County Line Road, with the predominant land uses to be industrial in the proximity of the Airport, and a mix of residential densities elsewhere, including estate residential on land with difficult soil characteristics.

EAR Update: There have been few requests for annexation in this area, and an ad hoc Growth Commission in 1999 recommended reversal of this policy.

2001 Update: This policy is deleted and replaced with Policies 13.1 – 13.12.

Policy 9.4

The City hereby Adopts the Future Land Use Map appended hereto.

EAR Update: See 9.5

2001 Update: No change required.

Policy 9.5

All future zoning determinations shall be compatible with the Future Land Use Map.

EAR Update: This policy has been strictly enforced. Any zoning request that is inconsistent with the Future Land Use Map is denied, unless the Planning Commission agrees to a Map Amendment. There have been 17 map amendments since the Plan was adopted.

2001 Update: No change required.

Policy 9.6

In the event the Planning Commission recommends the adoption of a zoning designation not compatible with a parcel's underlying land use classification, the Planning Commission shall set out the reasons therefor to the City Council and the public by publication of those reasons one time in a newspaper of general circulation, said publication to occur prior to a final vote on the matter by the City Council.

EAR Update: This has happened once since plan adoption, and this procedure was followed.

2001 Update: No change required.

Policy 9.7

This Plan can be amended by six concurring votes of the Planning Commission, after a public hearing thereon.

EAR Update: This policy echoes state law and is strictly enforced.

2001 Update: No change required.

Objective 10.

The City shall adopt and enforce aesthetic control ordinances related to open space, signs, and landscaping.

Policy 10.1.

Reserved

Policy 10.2.

The City shall adopt open space regulations and a landscape ordinance to provide for the sufficiency and aesthetic quality of landscaping and open space on private property. This ordinance will direct that primary attention be given to environmental factors in the design and landscaping of open spaces.

EAR Update: The City has adopted no general landscaping ordinance, but does enforce open space and landscaping requirements for commercial and industrial sites and parking lots. Environmental factors are not given special attention in these regulations.

2001 Update: Policy no longer needed – regulations in place.

Policy 10.3.

Reserved

Objective 11. Airport Compatibility Planning

The City shall cooperate with the Airport Authority to minimize noise impacts on current and future residents, and to maximize the economic benefit of the Airport to the City.

Policy 11.1.

The City will continue to support the economic viability of the Airport by adopting ordinances providing for the complete prohibition of incompatible land uses in the 65+, 70+, and 75+ DNL zones, as shown on the most recent Federal Aviation Regulation (FAR) Part 150 Airport Land Use Compatibility Map as approved by the Federal Aviation Administration. Compatibility of land uses shall be determined by reference to "Guidelines for Considering Noise in Land Use Planning and Control," by the Federal Interagency Committee on Urban Noise, Washington, D.C., 1980 (hereinafter called the "FICOM Document").

EAR Update: The City has adopted an ordinance requiring full disclosure for all properties in the 65+DNL zone upon property deed transfer, final plat, and certified plat.

2001 Update: No change required.

Policy 11.2.

The City will work with the Airport on an ongoing basis to project future land uses within the existing and projected noise exposure zones.

EAR Update: This process has not taken place.

2001 Update: No change required.

Policy 11.3.

The City will work with the Airport to refine airport operations and routes to minimize the effects of noise on existing incompatible uses in the 65+ DNL zone.

EAR Update: This process has not taken place.

2001 Update: No change required. This policy should be pursued.

Policy 11.4.

The City will base its Airport Land Use Compatibility Map on the Illustration entitled "Exhibit 4-3: 1993 Ldn Noise Exposure Map With Passenger and All-Cargo Hubbing," page 4-27 in the Final Report: FAR Part 150 Noise Exposure Maps and Noise Compatibility Program Update - Huntsville International Airport, 1991, by KPMG Peat Marwick. The noise exposure areas on this map will follow parcel lines and natural features, while remaining as faithful as possible to the contours shown in said map. Replacement or successor maps, as approved by the FAA, are likewise hereby adopted by reference.

2001 Update: No change required.

Policy 11.5.

Two Airport Overflight Areas will be created on the City's Airport Land Use Compatibility Map pursuant to Policy 11.4 above. Area 1, which shall include the 65+ DNL zone, shall prohibit all incompatible development as defined in the FICOM document. Area 2 shall be that area in which incompatible uses shall not be prevented, but in which certain disclosures, warnings, and preventative measures against airport noise shall be required. This area shall include areas with noise exposure below 65 DNL, with said area to be determined by the Planning Commission after Policy 11.6 has been carried out.

EAR Update: This process has not taken place.

2001 Update: Policy is deleted in favor of noise disclosure requirements (See 11.1).

Policy 11.6.

The City, in order to promulgate and implement regulations for Area 2, shall require the City Attorney to determine if the City is empowered to require said warnings, disclosures, or other preventative measures in that Area. If the City Attorney determines that the City is empowered to

enact said rules and regulations, then the Planning Commission, in conjunction with the Airport Authority, shall make specific findings concerning the location of Area 2, as well as the laws, rules and regulations that should apply thereto. However, if the City Attorney determines that no such authority exists, then he shall report to the Planning Commission what steps must be taken to acquire said authority.

EAR Update: This process has not taken place.

2001 Update: Policy is deleted in favor of noise disclosure requirements (See 11.1).

Policy 11.7.

The Airport Authority and the City's Industrial Board shall work closely to site compatible industrial and commercial uses in the 65+ DNL zone.

EAR Update: This process has not taken place.

2001 Update: No change Required.

Policy 11.8.

The City shall, whenever possible, acquire land in the 65+ DNL zone for public purposes that include uses compatible with the known noise exposure, as defined by the FICOM document.

EAR Update: This process has not taken place.

2001 Update: No change required.

Policy 11.9.

The City will work with the County for the completion of County Line Road, which is an important transportation corridor for moving traffic to and from the airport.

EAR Update: The final two sections of County Line Road are now in process. The section from Mill Road to the railroad bridge is under construction, and the section from the Bridge to Madison Blvd. is in the design phase and should be complete by 2002 or 2003.

2001 Update: No change required.

Policy 11.10.

Upon the advice of the City Attorney, the Planning Commission or City Council, as appropriate, shall amend any applicable laws or regulations to require the granting of Avigation Easements to the Airport Authority as a condition for subdivision or zoning approval in the 65+ DNL zone.

Avigation Easements may also be required in areas of lower noise exposure, depending on the results of implementing Policies 11.5 and 11.6.

EAR Update: The City's subdivision regulations have been amended to require that development in the 65+ DNL zone is subject the requirement to grant avigation easements.

2001 Update: Regulations consistent with this policy are in place.

Policy 11.11.

The City will review all proposed compatible development in the 65+ DNL zone to suggest methods of minimizing the effects of airport noise through effective site design. The City will also notify the Airport Authority of the submittal of said projects to the City, so that the Airport Authority may negotiate Avigation Easements with the petitioner.

EAR Update: As a matter of policy, the Airport Authority is notified of all proposed rezoning, subdivision, and development in the 65+ DNL zone.

2001 Update: No change required. Regulations consistent with this policy are in place.

Policy 11.12.

The City will include in its airport compatibility regulations provisions for preventing airport obstructions and other hazards, such as electromagnetic radiation that may interfere with navigational equipment, smoke, reflections, tall towers, etc., in locations where they will interfere with airport operations. These regulations shall be based on airspace and imaginary surfaces created by Part 77, Code of Federal Regulations.

EAR Update: These regulations have not been enacted.

2001 Update: Policy deleted; preempted by Code of Federal Regulations.

Objective 12.

The City shall revise its subdivision and zoning regulations consistent with this plan within one year of plan adoption.

Policy 12.1.

It is the express policy of the City that the existing Zoning Code and Subdivision Regulations, and not this plan, shall govern all land use decisions.

EAR Update: The city has administered its regulatory system utilizing this principle.

2001 Update: No change required.

Policy 12.2.

The Director of Community Development is directed to prepare Omnibus amendments to the Zoning Ordinance and Subdivision Regulations consistent with this plan. The Director is further directed to investigate the feasibility of adopting portions of the American Planning Association's Unified Development Ordinance.

EAR Update: All regulatory changes proposed in this Plan have been brought to the Planning Commission and/or City Council, and have been disposed of in accordance with their rules. Some changes have been adopted, others have not, as indicated elsewhere in this EAR. After careful study, the Director has elected not to propose adoption of the APA Unified Development Ordinance.

2001 Update: No change required. This policy shall apply to Goals, Objectives and Policies in the 2001 Plan Update.

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Objective 13. Growth Management and Annexation

The City shall manage growth in an orderly way, avoiding sprawl, and ensuring that infrastructure to support development is available concurrent with the impact of development. The City shall use the annexation process to provide an "urban services boundary" outside which City services shall not be made available in order to attempt to contain higher-density development within the urban service area.

Policy 13.1

The City shall not actively seek annexations west of County Line Road, but shall allow landowners to apply for annexation if they so desire.

Policy 13.2

Urban sprawl shall be avoided in the annexation process. Urban sprawl is the undesirable "leap-frog" development that is wasteful of land, and drives up the cost of infrastructure by compelling water and sewer lines, roads, and other facilities to be run long distances to remote developments.

Policy 13.3

All development in annexed areas shall be environmentally sound, and shall be served with public water and sewer as opposed to septic tanks and private wells.

Policy 13.4

Infrastructure needed to support development in annexed areas, including water, sewer, roads, recreational facilities, drainage facilities, and schools, shall be available prior to or concurrent with the development.

Policy 13.5

The annexation of the Clift Farm, lying north of Hwy 72 between Wall-Triana Hwy and Balch Rd., shall be approved if the owner requests it.

Policy 13.6

All lands between County Line Road and Burgreen Road, from Hwy. 72 to the Huntsville City limits, shall be annexed if the owner (s) requests it.

Policy 13.7

In implementing its annexation policy, the City shall try to retain its "small town" ambience.

Policy 13.8

The annexation and full development of Hwy 72 and other available areas for commercial development shall be encouraged in order to provide a tax base to support City services and possible future expansion.

Policy 13.9

Burgreen Road shall be considered as the City's western growth boundary. No annexations for the purpose of residential development shall be approved west of Burgreen Road, except as expressly provided for herein.

Policy 13.10

Annexations of property west of Burgreen Road shall be considered only when the property in question lies north of Brown's Ferry Road and only to the extent required to reach strategically important commercial areas on Highway 72. Such property may include residential areas to the extent required to reach such commercial areas.

Policy 13.11

The Planning and Zoning Commission shall continue to review and make recommendations to the Council and Mayor on all annexation requests for properties that lie outside the City's growth boundaries as defined in the 2001 update of the Comprehensive Land Use Plan (i. e. Slaughter Road on the east, Burgreen on the west, and Highway 72 on the north).

Policy 13.12

For those properties considered under the provisions of Paragraph 3 above, the Planning and Zoning Commission shall provide short-term and long-term economic analyses of the impacts of such annexations. These analyses shall include determination of the effects of the annexations on all City government departments, the City school system, the Water and Wastewater Board (WWB), and the City's "quality of life."

Policy 13.13

Any residential areas that are annexed in order to reach strategically important commercial areas on Highway 72 shall be zoned for the lowest development density consistent with economically feasible development.

Policy 13.14

The City shall support the Alabama League of Municipalities and other interested parties in seeking enabling legislation in order to adopt Availability of Public Facilities Ordinances and Impact Fee Ordinances.

Policy 13.15

The City shall seek out opportunities to rezone appropriate areas within the existing city limits to commercial, particularly in the historic downtown area.

Policy 13.16

The City and its instrumentalities shall extend infrastructure to new areas outside the City only if an enforceable annexation agreement for those areas is in place.

Policy 13.17

The City shall continue to work to resolve the Limestone County school tax issue to ensure that Madison receives all school taxes paid by Madison residents.

Policy 13.18

For those properties considered under the provisions of Paragraph 3 above, the WWB shall endeavor to obtain the water service rights for the area in question. Failure of the WWB to obtain those rights shall constitute a serious impediment to annexation. The

City shall seek enabling legislation that will allow City utilities to provide services within the boundaries of the City even if those boundaries cross county lines.

Policy 13.19

This policy shall be reviewed not later than two years from the date of its adoption.

Objective 14. The City shall enact regulations regarding temporary uses.

Policy 14.1

The City shall enact regulations requiring Parade permits and providing for traffic control and public safety therefor.

Policy 14.2

The City shall enact regulations pertaining to temporary sales events and transient merchants

Policy 14.3

The City shall enact regulations pertaining to circus "big tops," County Fairs, and similar uses

Policy 14.4

The City shall enact a temporary sign ordinance.

Objective 15. The City shall enact flexible zoning techniques such as conditional zoning and development agreements for use on a voluntary basis.

Policy 15.1

The City shall enact a downtown redevelopment incentive program including zoning, financial, and other incentives to business development.

Policy 15.2

The City shall study and, if appropriate, enact Traditional Neighborhood development (TND) Regulations as a voluntary alternative to traditional subdivision development.

Policy 15.3

The City will adopt regulations to preserve the rural character of the City in new medium and low density residential areas. Regulations suggested by the American Planning Association in APA/PAS Report No. 429, Preserving Rural Character shall be evaluated.

Work should begin on the following Plan Elements immediately upon adoption of this Plan:

- Objective 16. **Future Public Facilities Element:** The Planning Commission shall develop policies and identify sites for future schools, future fire and police stations, and other public buildings.*
- Objective 17. **Greenways, Trails, and Habitat Preservation:** The City shall develop a comprehensive open space and greenways linkage plan including acquisition, regulatory enforcement, and other measures.*

II. Traffic Circulation

Goal: It is the goal of the City of Madison to provide a safe, efficient, convenient and economical traffic circulation system, with sufficient capacity to move people, goods and services throughout the City.

Objective 1:

The City shall adopt access control standards for arterial and collector roads.

Policy 1.1

The City shall establish minimum distances for access points from intersections, obstructions, and other access points.

EAR Update: This policy has not been enforced.
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2001 Update: The City shall establish minimum distances for access points from intersections, obstructions, and other access points.. Policies on median cuts, landscaping, tree cutting and other activity on public roads shall also be developed.
--

Policy 1.2

Access points shall not be allowed adjacent to peak hour queues at controlled intersections.

EAR Update: This policy has not been enforced.
--

2001 Update: No change required.

Policy 1.3

The City shall require driveway/access permits for all new access to private property or subdivision streets from the following roads:

U.S. 20	Madison Pike/Brownsferry Road
U.S. 72	Gillespie Road
Hughes Road (Incl. Extension)	Gooch Road
Sullivan - Wall Triana	Royal Drive
Eastview Drive	Kyser Boulevard
Highland Drive	Lanier Road
Miller Boulevard	Celtic Drive
Palmer/Front Street	All streets in historic district
Shelton Road	Slaughter Road
Stoneway Trail	Mill Road

Other streets as provided by resolution of the Planning Commission.

EAR Update: This policy has not been enforced.

2001 Update: No change required. Regulations consistent with this policy shall be developed.

Objective 2:

The City shall protect right-of-way for future expansion of the roadway network.

Policy 2.1

The City shall develop a right-of-way protection map consistent with ultimate development of the following laneage:

A. Existing Roads

Road	From	To	Lanes
Hughes Road	Highway 20	Madison Ave.	5
Hughes Road	Madison Ave.	Highway 72	5
Sullivan St.	Highway 20	Mill Rd.	5
Wall-Triana*	Brownsferry Rd.	Hwy. 72	5
Eastview Dr.	Hughes Road	Slaughter Rd.	2
Highland Dr.	All		2
Miller Blvd.	All		2
Palmer Rd.	All		3
Shelton Rd.	All		3
Mill Rd.	Sullivan	Hughes Rd.	3
Mill Rd.*	Sullivan	West Limit	2 3

Madison Pike	All		4 ³
Brownsferry Rd.*	Sullivan	West Limit	3
Brownsferry Rd.	Sullivan	Hughes Rd.	3
Gillespie Rd.	All		3
Balch Rd.*	Hwy 72	Brownsferry	5
Balch Rd	Brownsferry	Hwy 20	5
County Line	All		4
Hwy 72	Slaughter	County Line	6
Hwy 20	Slaughter	County Line	6
Zierdt Rd.	Hwy 20	South Limit	2

* Improvements required: stabilize road, create shoulders, repave, raise speed limits

EAR Update: Right-of-way reservations in accordance with this policy are made in conjunction with resubdivisions of land and site plan approvals.

2001 Update: No change required. A physical map depicting these reservations shall be prepared.

B. New Roads

Gillespie Ext.	Balch	County Line	3
Eastview Extension	All		2
Portal Extension	Hughes	Shelton Ext.	3
Balch Extension	Brownsferry	Hwy 20	4
Shelton/Mad. Pke	All		4
Brownsferry Ext.	Balch	County Line	3

All ROW widths shall take into account center turn lanes and deceleration/acceleration lanes.

C. The specific right-of-way to be acquired for the Gillespie Road Extension and Eastview Extension is as follows:

Gillespie: A 90 ft. wide right-of-way beginning at the intersection of Gillespie Road with Balch Road located at the northeast corner of Sec. 6, T4S, Range 2W; thence west approximately one mile along the north margin of said Sec. 6 to the northwest corner of Section 6, which is the intersection of Brownsferry Rd. with County Line Road; also, an 80 ft. right-of-way realigning the existing Brownsferry Rd to intersect with the new Gillespie Road Extension approximately 1000 ft. east of County Line Road, according to the attached map which is made part of this description and Plan by reference.

Eastview: a right-of-way varying between 120 ft. and 90 ft. beginning at the intersection of Eastview Drive with Hughes Road located at the center of Section 4, T4S, Range 2W; thence west approximately parallel to the quarter-section line approximately 1200 ft; thence southwesterly approximately 1000 ft; thence approximately due west to a point approximately 850 ft. south of the northwest corner of the NW quarter of the SW quarter of said Section 4; and also including all land

along the southwesterly leg of the project between the project and Mill Creek, according to the attached map which is made part of this description and Plan by reference.

EAR Update: Right-of-way reservations in accordance with this policy are made in conjunction with resubdivisions of land and site plan approvals.

2001 Update: No change required. A physical map depicting these reservations shall be prepared.

Policy 2.2

The City shall abandon no existing right-of-way unless the City Engineer and City Planner shall certify it is not needed for at least twenty years, based on traffic studies of the area, and the Director of Parks and Recreation recommends against utilizing the right-of-way as a trail or linear park.

EAR Update: No right-of-way was abandoned during the planning period. The City has developed a sophisticated ROW and easement vacation process that provides for these policies to be implemented.

Policy 2.3

The City shall require right-of-way dedication from any development adjacent to a roadway for which a reservation has been made pursuant to Policy 2.1 of this element, provided either that the dedication required is roughly proportional to the impact of the development, or the landowner is properly compensated.

EAR Update: Right-of-way acquisition in accordance with this policy are made in conjunction with resubdivisions of land and site plan approvals.

2001 Update: No change required.

Policy 2.4

When the City requires additional right-of-way, it shall first pursue the donation of that right-of-way; second, purchase by fee simple absolute at fair market value; finally, by eminent domain proceedings.

EAR Update: This City has followed this policy in all ROW acquisition activities.

2001 Update: No change required.

Objective 3:

The City shall strive for consistency with the County and State in transportation planning.

Policy 3.1

The City shall respect the right-of-way reservation of other jurisdictions within and adjacent to the City of Madison.

EAR Update: This policy has been followed during the planning period.

2001 Update: No change required.

Policy 3.2

The City shall continue to coordinate local transportation improvements with the Metropolitan Planning Organization.

EAR Update: This policy has been followed during the planning period.

2001 Update: No change required.

Policy 3.3

The City shall coordinate transportation improvements with Madison and Limestone Counties, the State of Alabama, and County-wide or regional planning bodies.

EAR Update: This policy has been followed during the planning period.

2001 Update: No change required.

Policy 3.4

The City will cooperate with other authorities in the advance acquisition of rights-of-way through any means at its disposal, including condemnation when unavoidable.

EAR Update: This policy has been followed during the planning period.

2001 Update: No change required.

Policy 3.5

The City will keep the State Transportation Department apprised of the level of service observed on Hwy 20 and Hwy 72, and shall communicate the need for improvements based on projected traffic levels.

EAR Update: This policy has been followed during the planning period.

2001 Update: No change required.

Policy 3.6

The City shall work with the State to add two additional lanes to Hwy 72 within the city limits by 2015.

EAR Update: This policy has been followed during the planning period. Additional laneage is planned after the planning period.

2001 Update: No change required.

Objective 4.0

The City shall develop a transportation system that is integrated with the environment, utilizes nonstructural stormwater management to the degree consistent with the Stormwater Management Element of this Plan, and encourages nonvehicular forms of transportation.

Policy 4.1

The City shall develop an integrated bikeway/trails system to link as many public spaces in Madison as possible, with emphasis on parks and schools.

EAR Update: This project is currently part of the National Park Service Trails Technical Assistance Program, and land acquisition and design work are scheduled to begin in 2001.

2001 Update: No change required.

Policy 4.2

The City shall require sidewalks, bikeways, and other non-motorized transportation facilities wherever possible in new subdivisions.

EAR Update: Sidewalks are required in all new subdivisions. Trails linking subdivisions to schools and/or parks are required when such facilities are nearby.

2001 Update: No change required.

Policy 4.3

The City shall require that all new commercial roads within PUD's shall be located to provide safe, convenient pedestrian access from all points in the PUD.

EAR Update: The PUD ordinance has been repealed.

2001 Update: Policy no longer needed.

Policy 4.4

The City shall not construct roadways that would adversely affect wetlands or hillsides, nor shall the City construct or develop or permit to be developed extraordinary drainage infrastructure to construct new roadways.

EAR Update: The city has constructed no such roads during the planning period.

2001 Update: The City shall not construct roadways that would adversely affect wetlands or hillsides without mitigating their impact, nor shall the City construct or develop or permit to be developed extraordinary drainage infrastructure to construct new roadways.

Policy 4.5

The City shall require the application for and acquisition of Federal and local wetlands permits for all roadways built in wetland areas.

EAR Update: The City enforces and coordinates this policy with the Army Corps of Engineers through the Technical Review process.

2001 Update: No change required.

Policy 4.6

The City shall require the installation of bicycle racks at all commercial developments, public buildings, and developed public lands.

EAR Update: This ordinance was proposed but defeated in 1997.

2001 Update: Policy deleted at direction of Planning Commission.

Policy 4.7

The City will develop regulations to minimize right-of-way widths and to eliminate curb and gutter requirements in some residential areas to the degree consistent with the public safety and maintenance of the adopted level of service for stormwater management.

EAR update: This policy has not been enacted due to opposition from the City Engineer's office, which has expressed safety concerns. Staff continues to study the matter.

2001 Update: No change required.

Objective 5.0

The City shall integrate its transportation system with that of the region.

Policy 5.1

Reserved

Policy 5.2

The City will coordinate road widenings and improvements with the City of Huntsville through the Metropolitan Planning Organization.

EAR Update: This project is currently being pursued.

2001 Update: No change required.

Policy 5.3

The City hereby adopts the Year 2025 Future Transportation Map hereto attached (Map Section). The projects depicted therein are recommended to the City Council for inclusion in the City's Capital Improvements Plan.

Policy 5.4

The City shall perform a comprehensive evaluation of the Sullivan – Wall-Triana corridor and plan improvements related to public safety, traffic flow, and drainage.

EAR Update: This project is currently being pursued.

2001 Update: Included in CIP III

Policy 5.5

For projects which will generate in excess of 500 ADT (based on ITE Trip Generation Rates, Latest Edition), the Planning Commission shall require a site impact traffic evaluation. The Planning Commission may require the developer to mitigate the impact of the project on the City's roadway network.

EAR Update: This policy is not being enforced. However, traffic generation rates are estimated for proposed rezonings.

2001 Update: For proposed rezonings and Land Use Map changes where there is an increase in intensity or density, the Planning Commission shall require a site impact traffic evaluation. The Planning Commission may require the developer to mitigate the impact of the project on the City's roadway network.

Policy 5.6

The City hereby adopts the volume/capacity tables found in the 1995 Traffic Element for the calculation of roadway levels of service at peak hour and ADT.

The following levels of service are hereby adopted for the following major roadway segments:

Sullivan/Wall-Triana: D

Hughes Road: D

Mill, from Wall-Triana to Hughes: D

All Other Roads: C/D

EAR Update: Levels of service have been maintained on the roadway network (pending receipt of results from traffic study).
--

2001 Update: No change needed.

Madison Greenway & Trails Master Plan

An Element of the Madison Comprehensive Plan
Adopted 2003

Introduction

The Madison Greenway and Trails Master Plan started as a grass roots effort organized by concerned citizens whose mission was two fold; to preserve some of Madison's more scenic, natural and historic areas and to provide adequate pedestrian and non-vehicular circulation to those places and other points of interest in the City of Madison.

The City of Madison has experienced tremendous growth during the past decade, with the population increasing from 14, 500 in 1990 to 29, 329 in the year 2000. This was coupled with an increase in population from 238, 912 in 1990 to 276, 700 in 2000, for Madison County as a whole. It's easy to see that what was once a small rural town within a mostly rural county is becoming an urban area. With this in mind, the Community Development Department was charged with the task of developing methods of preserving areas of importance and creating a pedestrian and non-motorized vehicular circulation system that would link those significant areas with schools, parks, residential subdivisions and employment and retail centers. It should be noted that the term non-motorized vehicle that will be used throughout this text, excludes motorized wheel chairs.

The City of Madison was fortunate to receive a grant from the National Park Service for technical assistance, which was instrumental in the formation of our current plan. With their guidance, the City of Madison formed the Madison Greenway and Trails Committee, whose members include concerned citizens, developers, environmentalists and city staff members from the engineering and community development departments for the City of Madison. The committee's mission is to promote:

- the important contribution of greenspace to quality of life within the community;
- the important contribution of historic places to the quality of life within the community;
- securing lands for trails and for the preservation and restoration of natural resources within the community;
- constructing a trail system throughout the City of Madison and areas beyond for the benefit of the general public.

The Committee, along with the National Park Service held a public meeting in July of 2000. This meeting was conducted using a workshop style format, with tables set up and each specializing in a different aspect of the greenway initiative, such as walking, jogging biking, rollerblading and hiking. Participates were given markers to draw on maps to indicate where they prefer to have multi-use corridors, bikeways and walking/hiking trails.

The National Park Service took the maps and condensed them into three maps. The Greenway and Trails Committee analyzed and condensed the maps into one workable concept map at a series of monthly meetings. The concept map was presented to the Madison Planning Commission at their April 2001 meeting. The Planning Commission created a task force made up from members of the Planning Commission and Greenway and Trails Committee to develop this master plan text and final map.

Vision Statement

Our vision for the City of Madison is to enhance the quality of life for its citizens and through good planning utilize all tools available to make the City of Madison a good place to live. We are committed to the preservation of the history and culture of Madison, the preservation of those special places that have fragile ecosystems or a natural beauty and a system of paths and trails to link these areas with schools, parks and residential areas. These are some of the characteristics that make Madison something more than just a place to hang your hat, but a place that meets the emotional well being of its citizens.

Goals & Policies

Goal: To create a network of trails and pathways accessible to a variety of pedestrian and non-motorized vehicle users that will link the users with schools, parks and other places of public assembly, areas of historic and cultural importance and areas of scenic beauty as well as areas worthy of conservation because of fragile eco-systems.

Policy: To create a Future Greenway & Trails Map that will identify areas throughout the City of Madison for the future locations of a variety of pedestrian and non-motorized vehicular modes of travel.

Policy: To create a classification system to differentiate between the types of pedestrian and non-motorized modes that will be utilized;

Policy: To make the system handicap accessible to all areas where it is functional to do so;

Policy: To require ingress/egress easements for pedestrian and/or non-motorized modes at submission of site plans and subdivisions, when development is within the path of the Future Greenway & Trails Map.

Policy: To require the construction of the pedestrian and/or non-motorized mode at submission of site plan and subdivision, when development is within the path of the Greenway & Trails Map.

Policy: To require pedestrian and non-motorized circulation modes with any capital improvement project that would be within the path of the pedestrian and non-motorized circulation map.

Policy: To promote memberships, both individual and corporate, into a Greenway and Trails Organization, whose mission will be assisting in the supervision of the Greenway & Trails System, fund raising and publicity.

Policy: To seek out any and all Federal, State and private funding available to help fund the pedestrian and non-motorized circulation system

Goal: To provide methods for the protection of environmentally sensitive areas and areas of natural beauty so they may enhance the quality of life for the Citizens of Madison through the generations and where feasible implementation of trails.

Policy: To work with the Land Trust of North Alabama with the identification and purchase of lands either with a distinct natural beauty or lands that have fragile eco-systems.

Policy: To require conservation easements for lands considered wetlands by the US Army Corps of Engineers or located within an area designated as a floodway by the Federal Emergency Management Agency.

Policy: To observe all regulations developed by The Federal Emergency Management Agency, to regulate special flood hazard areas and adopted by the City of Madison as part of the Madison Zoning Ordinance.

Current Conditions

The City of Madison currently enjoys only a limited number of transportation modes accessible for pedestrians, bikers and other non-motorized forms of travel.

There is currently only one existing multi-use corridor that stretches from the intersection of Hughes Road and Gooch Road and proceeds south to Madison Boulevard. This corridor is continuous except for a gap between the intersection of Brownsferry Road/Old Madison Pike and Hughes Road to the intersection of Hughes and Mill Road/Portal Lane.

Sidewalks already exist along the east side of County Line Road from Heritage Plantation Subdivision to Heritage Middle School. There is a small stretch of sidewalk available along the north side of Gooch Lane between Balch Road and Wall Triana near Homestead, and Ashley Green Subdivision. Sidewalks have been installed on the north side of Old Madison Pike from Brownsferry Road to Slaughter Road. There is a small stretch of sidewalks along the south side of Browns Ferry and the west side of Hughes Road. A small stretch of sidewalk currently exists along Gillespie Road just west of Wall Triana and there is a small amount of sidewalk on the west side of Hughes Road near Madison Boulevard. There is a stretch of sidewalk located on Joe Phillips Road, Equestrian Lane and Kentucky Drive in Lexington Subdivision that will intersect with Balch Road. Highland Drive is just completed the installation of sidewalks along the entire length of that roadway.

There do exist natural walking paths located on Rainbow Mountain near Stoneridge Park. This is one of the few places in the City of Madison that is wooded and in primary a natural state. A natural walking path also exists near Mill Creek Crossing Subdivision on land currently owned by The Land Trust of North Alabama.

Future Considerations

The overriding objective driving this element of the Comprehensive Plan is to provide new modes of travel for pedestrians and users of non-motorized vehicles and create a network that provides linkage from residential areas and schools to points of interest. In order to achieve this, a variety of pedestrian and non-motorized transportation modes will be used including wide paved paths that can accommodate both pedestrian and non-motorized vehicle users, sidewalks that accommodate walkers and joggers, natural trails, roadways that have a striped area designated for bicycles uses. Below is a brief description of each type of mode that is designated on the Future Greenway and Trails Map

Multi Use Corridor (MU): Multi-Use Corridors are the major arterials of the pedestrian and non-motorized vehicular world. The purpose of the multi-use corridor is to provide the maximum amount of linkage to key sites throughout the City and to other types of pedestrian and non-motorized vehicular modes, for the benefit of the greatest number of potential users. The Multi-Use Corridor will have a paved surface that is relatively flat and smooth and wide enough to accommodate all types of uses at the same time.

It should also be pointed out that the term non-motorized transportation vehicle, excludes motorized wheel chairs and this form of motorized vehicular transportation is permitted on multi-use corridors. This mode will meet all specification adopted by the City of Madison.

Bikeways Corridor (BK): Bikeways are non-motorized vehicular transportation modes designed to meet the needs of bicycle operators. Bikeways will be proposed along roadways that have existing pavement widths wide enough to accommodate both the bicycle and motor vehicle and roadways that may be widened to width large enough to accommodate both users.

The Bikeways will be created by stripping a portion of the existing roadway or newly widened roadway, for the use of bicycle operators. This mode will met all specifications adopted by the City of Madison.

Sidewalks Corridors (S): Sidewalk are paved concrete pathways designed to meet the needs of pedestrians. Sidewalks play an important part in the Greenway and Trails System by providing linkage between other types of corridors and in many cases from residential areas and other corridors. In many cases throughout the Greenway and Trail Network, Sidewalks are used in combination with Bikeway Corridors (BK).

Natural Corridors (N): Natural Corridors can be a dirt pathway in a wooded or natural area or an old mail routes used in horse and buggy times. Usually, this type corridor already exists and was created by use over a long period of time. Natural Corridors can be utilized by hikers and off road forms of non-motorized vehicles, such as mountain bikes.

The Future Greenway and Trails Map that accompanies this document shows all the modes described above and each type is designated by the color and symbol listed below:

Multi-Use Corridor	(MU)	Blue
Bikeways Corridor	(BK)	Red
Sidewalks Corridor	(S)	Yellow
Natural Corridor	(N)	Purple

Priority of Completion

It was a difficult task prioritizing the future phases of the Greenway and Trail System. Listed below are the future phases grouped by one of three (3) priority ranks High; Medium; or Low. The rationale used to prioritize each phase was based on several factors including a relationship to other capital projects, other available funding sources, compatibility to surrounding land uses, its importance in the protection of a fragile eco-systems or floodways, linkage to other corridors, residential areas and places of public assembly and the potential amount of usage each future phase may generate.

Each future phase below contains the project name, a Future Greenway Map number that is identical to a corresponding number shown on The Future Greenway Map identifying the location of that particular phase on the map. The corridor type is provided along with a brief description of what tasks must be completed for each phase. Each future phase below will show the relationship between itself and any other capital and its priority rank and a brief justification of that rank.

Also, found in this section is Table 3, City of Madison Major Street Plan Roadway Improvement Project, also found on page 24 of the 2025 Major Street Plan, that is also part of the Madison Comprehensive Plan. Table 3 has been inserted into this section immediately after the future phases of the Greenway & Trail System for your convince.

Another table, that will be shown as Table 4 can also be found at the end of this section. This table is basically a test sheet with the future phased listed in alphabetical order and includes the other capital projects that might have a relationship to each phase, the corridor type, priority, percentage already completed, and Future Greenway & Trails Map number.

Future Phases of the Greenway & Trails System

Project Name, Bradford Creek, Phase 1

Greenway Map Number

Corridor Type, Multi-Use

Project Description, This project will consist of the construction of a paved asphalt path, accessible to pedestrians and all forms of non-motorized vehicles. This path will begin at Palmer Park and proceed south along Bradford Creek to a lot fronting on Westchester Road and owned by Madison County. There will be signage erected to identify the trail route as part of the Greenway & Trail Network.

Relationship to Other CIP Projects, None

Priority & Justification, (High) This phase will put on display the benefits of the Greenway and Trail system in an area where large numbers of people can take advantage of it. Palmer Park is frequented by large numbers of people every year and as a result people from all over the City of Madison can try the Greenway & Trails System out. This project will also aid in the protection of a flood plain area and fragile eco-system, while showcasing the beauty of the area.

Project Name, Rainbow Mountain

Greenway Map Number

Corridor Type, Natural, Sidewalks & Bikeway

Project Description, The natural trail already exists. The tasks to be completed are the construction of sidewalks and stripping the roadway beginning at the Slaughter Road/Heatherwood Drive intersection and proceeding west along Heatherwood Drive, north on Southwood and westward along Oakhurst Drive. The sidewalks and bikeway will end at a trailhead to be constructed that is suitable for parking bikes at the entrance of the Rainbow Nature Trail. The only other work to be carried out is signage identifying the route as part of the Greenway & Trails Network.

Relationship to Other CIP Projects, None

Priority & Justification, (High) As stated in the project description, the actual nature trail itself already exists and is being enjoyed by the residents of Madison. The goal here is to provide better access and erect signage.

Project Name, Eastview, Phase 1

Greenway Map Number

Corridor Type, Multi-Use

Project Description, This phase will consist of the construction of a paved asphalt path, accessible to pedestrian and all forms of non-motorized vehicles. . The path will begin at the intersection of Hughes Road and Eastview Drive and will proceed southwest and intersect with Wall-Triana Highway. There will be signage erected to identify the route as part of the Greenway & Trail Network.

Relationship to Other CIP Projects, This project will be completed in coordination with Project 5, shown on Table 3 City of Madison Major Street Plan Roadway Improvement Project, found in the 2025 Major Street Plan. Table 3 has been inserted in this document immediately after this section for your convenience.

Priority & Justification, (High) This Corridor will link the Wall-Triana Highway Multi-Use Corridor to the Hughes Road Multi-Use Corridor. This Corridor will make Bob Jones High School, Discovery Middle School and The Madison Public Library accessible to pedestrians and users of non-motorized vehicles, from Wall-Triana Highway and other westward routes. Because of the high priority given to the extension of Eastview Drive to Wall-Triana Highway, there is optimism this phase will be completed in the near future.

Project Name, Balch Road, Phase 1

Greenway Map Number

Corridor Type, Sidewalk & Bikeway

Project Description, This phase will consist of the construction of a five-foot concrete sidewalk along the length of the proposed Balch Road extension beginning at Brownsferry Road and proceeding south to Madison Boulevard. The proposed roadway will also be stripped for the use of bicycles. There will be signage erected to identify the route as part of the Greenway & Trails Network.

Relationship to Other CIP Projects, This project will be coordinated with Project 1, as shown on Table 3, City of Madison Major Street Plan Roadway Improvement Projects, found in the 2025 Major Street Plan. Table 3 has been inserted into this document immediately after this section for your convenience.

Project & Justification, (High) This project will provide linkage to several proposed multi-use corridors including the Bradford Creek Corridor, the Wall-Triana Multi-Use Corridor and provides linkage to County Line Road sidewalks & bike paths. This phase will also link Heritage Elementary School and Liberty Middle School to other multi-use corridors in the interior of the City as well as south Madison. The Balch Road extension is a high priority project that will likely be undertaken in the near future. Because of the relationship between the extension of Balch Road and this project, it is a logical conclusion that this project has an excellent chance of completion in the near future.

-

Project Name, Gillespie Road, Phase 1

Greenway Map Number

Corridor Type, Multi-Use

Project Description, This phase will consist of the construction of an asphalt path, accessible to pedestrians and all forms of non-motorized vehicles. The path will begin at the western end of the existing Gillespie Road and proceed westward to County Line Road. There will be signage erected to identify the route as part of the Greenway & Trail Network.

Relationship to Other CIP Projects, This project will be coordinated with Project 3 as shown on Table 3, City of Madison Major Street Plan Roadway Improvement Project, 2025 Major Street Plan. Table 3 have been inserted immediately after this section for your convenience.

Priority & Justification, (High) This project will provide linkage from Balch Road to County Line Road. It will provide a pedestrian and non-motorized vehicular access route for numerous residential areas to Heritage Elementary School and Liberty Middle School. Because of the likelihood of completion of the Gillespie Road extension in the near future and coordination of the extension of Gillespie Road with this multi-use corridor, this is a high priority phase.

Project Name, Mill Creek Nature Trail

Greenway Map Number

Corridor Type, Natural

Project Description, This phase already exists. The only items to be addressed are signage to identify it as part of the Greenway & Trails Network and a possible trail head.

Relationship to Other CIP Projects, None

Priority & Justification, (High) This project appears to be a low expense phase. It already exists; it's just a matter of identifying it.

Project Name, Celtic Road

Greenway Map Number

Corridor Type, Sidewalks & Bikeway

Project Description, This phase will consist of the construction of sidewalks along Celtic Road and stripping the roadway for bicycles. Signage will be erected to identify the route as part of the Greenway & Trail Network.

Relationship to Other CIP Projects, None

Priority & Justification (High) The roadway will be stripped with 2001 roadway improvements and the sidewalks will be added at a later date.

-

Project Name Highland Drive

Greenway Map Number

Corridor Type Sidewalks & Bikeway

Project Description The stripping of Highland Drive for a bikeway. There will be signage erected to identify the route as part of the Greenway & Trail Network.

Relationship to Other CIP Projects N/A

Priority & Justification The sidewalks already exist and the only expense items are stripping the roadway and signage.

Project Name, Edgewater Drive

Greenway Map Number

Corridor Type Bikeway

Project Description The tasks to be completed are stripping the roadway of Edgewater Drive for bicycles and signage will be erected to identify the route as part of the Greenway & Trails Network.

Relationship to Other CIP Projects, N/A

Priority & Justification, (Medium) Edgewater Drive already has sidewalks and the addition of a bikeway will provide both pedestrian and bicycles access to one of Madison's more scenic and active areas.

-

Project Name, Royal Drive

Greenway Map Number

Corridor Type, Sidewalk & Bikeway

Project Description, This project will consist of the construction of sidewalks along Royal Drive and the stripping of Royal Drive for bicycles. Signage will be erected to identify route as part of the Greenway & Trails Network.

Relationship to Other CIP Projects, This project will be partially coordinated with Project 4, as shown on Table 3, City of Madison Major Street Plan Roadway Improvement Project found in the 2025 Major Street Plan. Table 3 has been inserted immediately after this section for your convenience. Project 4 proposes to extend Royal to the Balch Road extension. However, at present there is no CIP project for sidewalks or a bikeway along the existing Royal Drive.

Project & Justification. (Medium) This project is important because it links Wall-Triana to the proposed Balch Road Corridor and Bradford Creek, Phase 1 Corridor. The Royal Drive area has a large number of apartment complexes that is home to singles and retirees and access to walking and bicycle paths would be much needed addition.

Project Name, Wall-Triana, Phase 1

Greenway Map Number

Corridor Type, Sidewalk & Bikeway

Project Description, This phase will consist of the construction of sidewalks beginning at Front Street and proceeding south to West Dublin. The roadway will be stripped for a bikeway along this same section. Signage will be erected to identify the route as part of the Greenway & Trails Network.

Relationship to Other CIP Project, This project will be coordinated with Project 8, as shown on Table 3, City of Madison Major Street Plan Roadway Improvement Projects, found in the 2025 Major Street Plan. Table 3 has been inserted immediately after this section for your convenience.

Priority & Justification, (Medium) This project links several residential areas along Wall-Triana to Bradford Creek, Phase 1 Multi-Use Corridor through Royal Drive and Balch Road extension. Sidewalks and a bikeway was chosen because sidewalk already exist in same areas of this proposed phase and it will be more economical to fill in with sidewalks and strip the roadway for a bikeway.

-

Project Name, Brownsferry Road

Greenway Map Number

Corridor Type, Sidewalks

Project Description, This phase will consist of sidewalks along Brownsferry Road, beginning at the Brownsferry Road/Hughes Road Intersection proceeding westward to the Balch Road Extension. There will be signage will be erected to identify this route as part of the Greenway and Trails Network..

Relationship to other CIP Projects, None

Priority & Justification, (Medium) Sidewalks already exist along parts of Brownsferry Road. It's just a matter of finishing the project.

Project Name, Bradford Creek, Phase 2

Greenway Map Number

Corridor Type, Multi-Use

Project Description, This phase will consist of the construction of an asphalt path with some boardwalk areas over low lands beginning at Liberty Middle School and ending at Heritage Plantation. This phase will be accessible to pedestrians and to all forms of non-motorized vehicles. Signage will be erected to identify this route as part of the Greenway and Trails Network.

Relationship to Other Project, None

Priority & Justification (Medium) This phase will put on display one of Madison's most beautiful natural settings. Several residential areas, as well as Liberty Middle School and Heritage Elementary can easily access it. The nature that can be easily observed from this pathway will provide a handy teaching aid for teachers at Liberty Middle School and Heritage Middle School

-

Project Names, Mill Road

Greenway Map Number

Corridor Type, Multi-Use, Sidewalk & Bikeway

Project Description This phase will consist of the construction of an asphalt path accessible to pedestrians and all forms of non-motorized vehicles beginning at County Line Road and ending at the Balch Road extension. Sidewalks will be constructed in areas along Mill Road from Wall-Triana Highway to Portal Lane, where they don't already exist. The area from Church Street to the Balch Road intersection will be stripped for a bike path. The stretch from Church Street west to Portal Lane will be sidewalk only. Signage will be erected to identify this route as part of the Greenway & Trails Network.

Relationship to Other CIP Project This project will be coordinated with Project 6, as shown on Table 3, City of Madison Major Street Plan Roadway Improvement Project, found in the 2025 Major Street Plan. Table 3 has been inserted immediately after this section for your convenience.

Project & Justification (Medium) This phase will serve as an important link between Greenway & Trail Network routes on the east and west sides of the City. The multi-use corridor will only extend from the Balch Road intersection to County Line because sidewalks either exist or are proposed for the area of Mill Road from Balch Road to Portal Lane. Because of this it will be more economical to fill in the sidewalks and strip the Mill Road for a bikeway. The area of Mill Road from Church Street to Portal Lane will be sidewalk only, because of the close proximity of graves in the city cemetery to the roadway.

Project Name County Line Road, Phase 1

Greenway Map Number

Corridor Type, Multi-Use

Greenway Map Number

Project Description This phase will consist of the construction of an asphalt path, accessible to pedestrians and to all forms of non-motorized vehicles. This phase will begin at Palmer Park, proceed westward along Palmer Road to County Line, then turn and will proceed south along County Line Road and will end at Madison Boulevard. Signage will be erected to identify this route as part of the Greenway and Trails Network.

Relationship with Other CIP Projects This project will be completed in coordination with Project 10, as shown in on Table 3, City of Madison Major Street Plan Roadway Improvement Projects found in 2025 Major Street Plan. Table 3 has been inserted immediately after this section for your convenience.

Project & Justification (Medium) The area around County Line Road is the fastest growing are of the City of Madison. This Corridor will link residents with other important Corridors and Parks, such as Bradford Creek, Phase 1 and Palmer Park. Also, it is an important piece of the puzzle in creating a network that links the City to Wheeler Wildlife Refuge

Project Name, Gillespie Road, Phase 2

Greenway Map Number

Corridor Type , Multi-Use

Project Description, This phase will consist of an asphalt path, accessible to pedestrian and to all forms of non-motorized vehicles, beginning at the intersection of Wall-Triana and Gillespie Road and proceeding westward to Balch Road.

Relationship to Other CIP Projects, None

Project & Justification, (Medium) This phase will serve as a useful link between Wall-Triana and the Balch Road Corridor and Bradford Creek Corridor. This phase also plays an important role in linking to eastern and western routes of the Greenway & Trails Network in the northern part of Madison.

Project Name, County Line Road, Phase 2

Greenway Map Number

Corridor Type, Sidewalks & Bikeway

Project Description, This phase will consist of constructing sidewalks along County Line Road from Palmer Road and proceeding north to US Highway 72 west and stripping the roadway of County Line Road for bicycles. Signage will be erected to identify this route as part of the Greenway & Trails Network.

Relationship to Other CIP Projects, None

Project & Justification, (Medium) Sidewalks already exist from Palmer Road north to Heritage Elementary School. This project would fill in the rest of the area not currently having sidewalks and strip the roadway. This is a fast growing area with numerous residential areas and elementary school and middle school traffic.

-

Project Name, Historic District (Church Street & Lanier Road)

Greenway Map Number

Corridor Type, Sidewalks & Bikeways

Project Description, This Phase will consist of the construction of sidewalks along Church Street from Wall-Triana to Mill Road and from Church Street to Garner Street and along Lanier Road to Celtic Road. The above-mentioned route will also be stripped for a bikeway. Signage will be erected to identify this route as part of the Greenway & Trails Network.

Relationship to Other CIP Projects, None

Project & Justification, (Medium) This project will be coordinated with any future downtown renovation plan.

Project Name, Hughes Road

Greenway Map Number,

Corridor Type, Multi-Use

Project Description, This phase will consist of a paved asphalt path, accessible to pedestrians and non-motorized vehicular transportation, along Hughes Road beginning at Hughes Road/Brown Ferry to Hughes Road/Mill Road intersection. Signage will be erected to identify this route as part of the Greenway & Trails Network.

Relationship to Other CIP Projects, None

Priority & Justification, (Medium) This project will fill in the gap and complete the multi-use corridor that begins at Gillespie Road proceeding south to Madison Boulevard. This is the only gap in this corridor.

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Project Name: Eastview, Phase II

Greenway Map Number

Corridor Type, Sidewalks

Project Description: This phase will consist of a 5 foot concrete side along Eastview beginning at Hughes Road and proceeding east to Scenic Drive then turning north and proceeding to the Rainbow Mountain Nature Trail. Signage will be erected identifying this route as part of the Greenway & Trails Network (GTN)

Relationship to Other CIP Projects: CIP III

Priority & Justification: (Medium) This phase will link numerous residential areas along Eastview with the Rainbow Mountain Nature Trail

Project Name: Roma Drive

Greenway Number

Corridor Type

Project Description: Sidewalks from Rainbow Mountain Elementary School to Hughes Road. Signage will be erected to identify this route as part of the Greenway & Trails Network.

Relationship to Other CIP Projects: None

Priority & Justification: (Medium) This phase will provide children attending Rainbow Elementary School and walk to from home to school a safe route.

Project Name: Balch Road, Phase 2

Greenway Map Number

Corridor Type: Multi-Use

Project Description: This phase will consist of an asphalt path, accessible to pedestrians and to all forms of non-motorized vehicles. It will begin at the intersection of US Highway 72 and Balch Road and proceed south to Brownsferry and the proposed Balch Road extension. Signage will be erected to identify this route as part of the Greenway and Trails Network.

Relationship to Other CIP Projects: This project will be in coordination with Project 2, as shown on Table 3, City of Madison Major Street Plan Roadway Improvement Project found in the 2025 Major Street Plan. Table 3 has been inserted into this document immediately after this section for your convenience.

Priority & Justification: (Low), This Corridor will link several large residential areas with other important corridors to the south such as Bradford Creek and the Mill Creek Nature Trail to the East. It also provides linkage from those above-mentioned residential areas along Balch Road, with Heritage Elementary and Liberty Middle School. I. This project will be in coordination with Roadway Project 2, which has a low priority. Therefore, it appears, this phase will not be completed in the near future.

Project Name: Kyser Boulevard

Greenway Map Number

Corridor Type: Multi-Use

Project Description: This phase will provide for the construction of an asphalt path assessable to pedestrians and all forms of non-motorized vehicles. This phase will begin at Wall-Triana Highway and proceed westward to the Bradford Creek Greenway, Phase I. It will also intersect with Balch Road. Singage will be erected to identify this route as part of the Greenway & Trails Network (GTN)

Relationship to Other CIP Projects: None

Priority & Justification: (Low) This phase will provide access to the Greenway & Trails Network (GTN) to a growing multi-use area along Kyser Boulevard. There is currently no revenue sources available to complete this phase.

Project Name: Gooch Lane

Greenway Map Number:

Corridor Type: Sidewalks

Project Description: This phase will consist of constructing 4 foot concrete sidewalks along Gooch Lane, beginning at Balch Road and proceeding eastward to Roma Drive. There will be signage erected to identify this phase with The Greenway & Trails Network (GTN)

Relationship to other CIP Projects: None

Priority & Justification: (Low) There are already areas with 4 foot concrete sidewalks along Gooch Lane

Provided by builders when constructing residential dwelling on fronting on Gooch Lane This phase provides a walking path linking Rainbow Elementary with Wall-Triana Highway and Blach Road. Presently there are no revenue sources for this phase.

Project Name, Portal Lane

Greenway Map Number

Corridor Type Sidewalks

Project Description, This phase will consist of the construction of sidewalks along the existing Portal Lane and future extension of Portal Lane to Shelton Road. Signage will be erected to identify this route as part of the Greenway and Trails Network.

Relationship to Other CIP Projects, The project will be in coordination with Project 11, as shown on Table 3, City of Madison Major Street Roadway Improvement Projects found in the 2025 Major Street Plan. Table 3 has been inserted immediately after this section for your convenience.

Priority & Justification, (Low) This Corridor will link the east side of Madison with the Hughes Road Multi-Use Corridor. There are possibilities this corridor can link with the Huntsville Greenway System. Currently, Project 3 is a low priority item therefore this project is too.

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Project Name, Wall-Triana, Phase 2

Greenway Map Number

Corridor Type, Multi-Use

Project Description, This will consist of the construction of an asphalt path that will be accessible to pedestrians and all forms of non-motorized vehicles. It will begin at Mill Road and end at US Highway 72, West. Signage will be erected to identify this route as part of the Greenway & Trails Network

Relationship to Other CIP Projects, This project will be in coordination with Project 9, shown on Table 3, City of Madison Major Street Plan Roadway Improvement Project found on the 2025 Major Street Plan. Table 3 has been inserted into this document immediately after this section for your convenience.

Priority & Justification, (Low) This project can serve as a link for the interior of the City with Greenway & Trails routes on the east and western sides of the City. Project 9 is currently listed as a low priority item. As a result, it is unlikely this phase will be built in the near future.

Project Name, Zeridth Road

Greenway Map Number

Corridor Type, Multi-Use

Project Description, This phase will consist of an asphalt path that will be accessible to pedestrians and all forms of non-motorized vehicles. It will begin at Old Madison Pike and proceed south to the intersection of Zeridth Road and Edgewater Drive. Signage will be erected to identify this route as part of the Greenway & Trails Network.

Relationship to Other CIP Projects. This project will be partially coordinated with Project 7, as shown on Table 3, City of Madison Major Street Plan Roadway Improvement Project found in the 2025 Major Street Plan. Table 3 has been inserted in this document immediately after this section for your convenience. This road project will extend Zerdit to Old Madison Pike. The remainder of this phase is not linked with any other CIP Project. However, there may be an opportunity to work with the City of Huntsville.

Priority & Justification. (Low) Project 7 on the 2025 Roadway Plan is low priority project and this multi-use corridor will not be constructed until Zerdit Road is extended.

Project Name, Shelton Road

Greenway Map Number

Corridor Type, Sidewalk

Project Description. This phase will consist of the construction of sidewalks along Shelton Road and signage will be erected to identify this route as part of the Greenway & Trails Network.

Relationship to Other CIP Projects. None

Priority & Justification (Low) There is no other improvement projects planned for this roadway and will not be constructed in the near future

Project Name, Bradford Creek III

Greenway Map Number

Corridor Type, Multi-Use

Project Description. This phase will consist with the construction of an asphalt path accessible to pedestrians and all forms of non-motorized vehicles. This phase will begin at the south end of Bradford Creek, Phase 2 and will proceed south to Palmer Road and will link, with Bradford Creek, Phase I, Signage will be erected to identify this route with as part of the Greenway and Trails Network.

Relationship to Other CIP Projects. None

Project & Justification (Low) There are no plans to construct this phase anytime in the near future. The current land uses are not conducive for the construction of this phase.

Table 1 – Deleted

Table 2 - Deleted

Table 3

**City of Madison Major Street Plan
Roadway Improvement Projects**

Project Number	Roadway	Action	From	To	Priority
1	Balch Road	Extend	Brown Ferry Road	Madison Boulevard	High
2	Balch Road	Widen	U.S. Highway 72	Balch Road Extension	Low
3	Gillespie Road	Extend	Balch Road	County Line Road	High
4	Royal Drive	Extend	Westchester Road	Balch Road	Medium
5	Eastview Drive	Extend	Hughes Road	Wall-Triana Highway	High
6	Mill Road	Widen	County Line Road	Hughes Road	Medium
7	Zierdt Road	Extend	Shelton Road	Old Madison Pike	Low
8	Wall-Triana Hwy	Extend	Royal Drive	Front Street	Medium
9.	Wall-Triana Hwy	Widen	Mill Road	U.S. Highway 72	Low
10.	County Line Road	Widen	The Railroad	Madison Boulevard	High
11	Portal lane	Extend	Shelton Road	Zierdt Road	Low
12	Hughes Road	Widen	Old Madison Pike	U.S. Highway 72	Low
13	Interstate 65 Interchange	Modify	Airport	----- --	Medium
14	U.S. Highway 72	Widen	Study Area Boundary	Study Area Boundary	N/A

Source: 2025 Major Street Plan, City of Madison

Table 4

Greenway & Trail Future Phase Quick Review Chart

Project Names	Corresponding CIP Project Number in 2025 Major Street Plan (MSP) Sidewalk Plan (SP)	Corridor Type	Priority	% Currently Completed	Map #
Balch Road, I	Project 1 (MSP)	S/BK	High	0%	1
Balch Road II	Project 2 (MSP)	MU	Med.	0%	2
Bradford Creek I	None	MU	High	0 %	3
Bradford Creek II	None	MU	Med.	0%	4
Bradford Creek III	None	MU	Low	0%	5
Brownsferry Road,	None	S	Med.	25%	6
Celtic Drive	None	S/BK	High	50%	7
Countyline Road I	Project 10 (MSP)	MU	Med.	0%	8
Countyline Road II	None	S/BK	Med.	25%	9
Eastview I,	Project 5 (MSP)	MU	High	0%	10
Eastview II,	N/A	MU	Med.	0%	11
Edgewater,	None	S/BK	Med.	50%	12
Gooch Lane	N/A	S	Low	25%	13
Gillespie Road, I	Project 3 (MSP)	MU	High	0%	14
Gillespie Road II	None	MU	Med.	0%	15
Highland Drive	None	S/BK	High	50%	16
Historic District	None	S/BK	Med.	0%	17
Hughes Road	CIP III	MU	Med.	75%	18
Kyser Boulevard,	None	S/BK	Low	0%	19
Mill Creek	None	N	High	75%	20
Mill Road	Project 6 (MSP)	MU/BK/ S	Med.	25%	21
Old Madison Pike	CIP III	S	High	100%	22
Portal Lane	Project 11 (MSP)	S	Low	0%	23
Rainbow Mountain	None	N/S/BK	High	75%	24
Roma Drive	None	S	Med.	0%	25
Royal Drive	Project 4 (MSP)	S/BK	Med.	0%	26
Shelton Road	None	S	Low	0%	27
Wall-Triana I	Project 8 (MSP)	S/BK	Med.	0%	28
Wall-Triana, II	Project 9 (MSP)	MU			29
Zierdt Road	Project 7 (MSP)	MU	Low	0%	30

LINKS TO MAPS

[Future Land Use Map](#)
[Greenway Map](#)